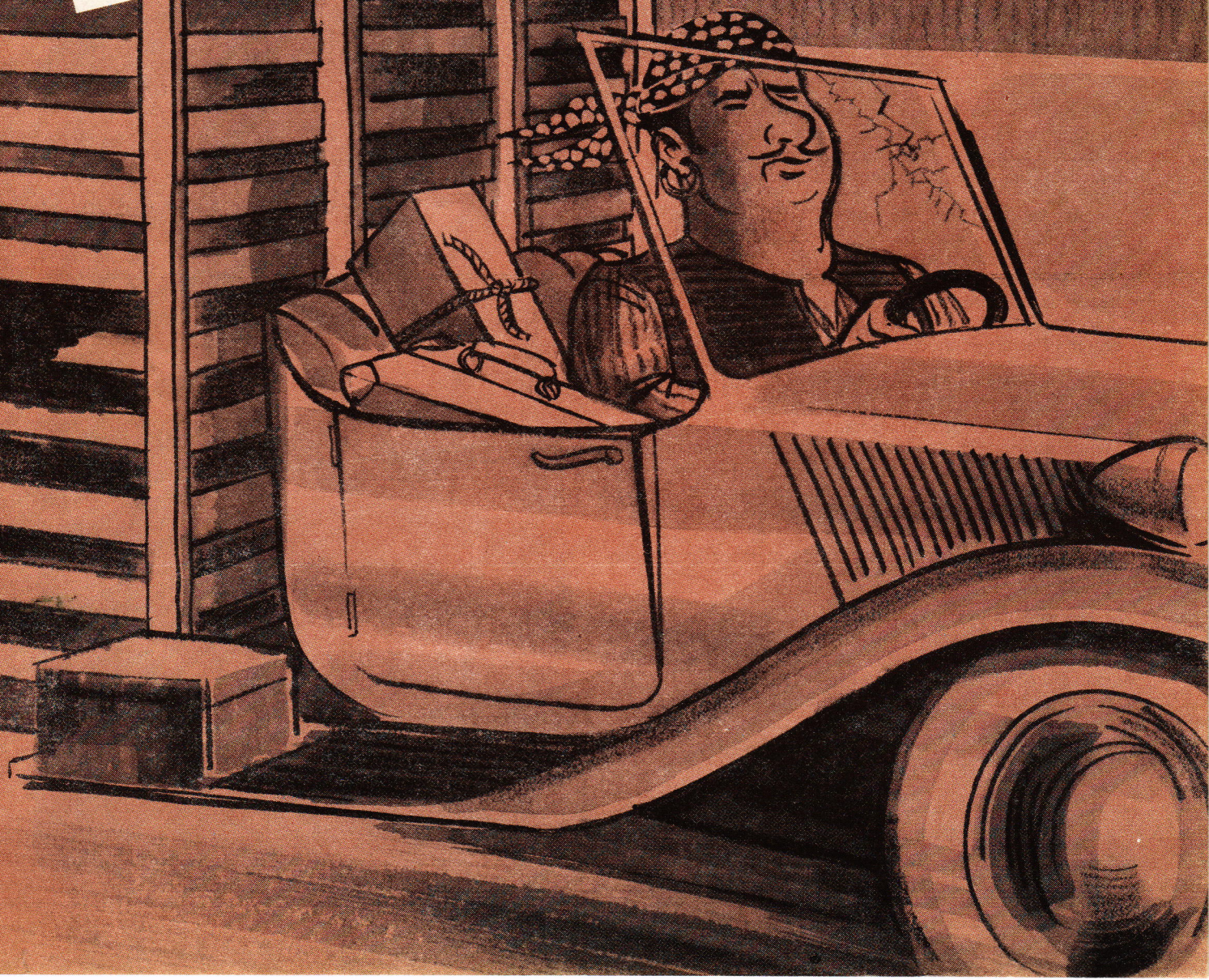


FEBRUARY, 1963

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

Gypsy Truckers Peril Highway Safety
While Practicing Cut-Throat Competition!





The Teamsters Salute

LONG BEACH

LONG BEACH, California, was a cattle ranch and barley field a scant century ago. The little settlement which became a 1900 seaside resort colony with a population of 2,252 now boasts more than 323,996, ranks 36th in the nation, fifth in California and second in Los Angeles County.

This amazing city has expanded its size 138 times since the turn of the century. In 1920 it was known as just a pleasant haven for retired Midwestern farmers. It took its name from the wide and long (seven-mile) beach enjoyed by residents and vacationists.

The discovery of oil on Signal Hill caused a business and building boom that lasted through the 1920s but, in 1933, a severe earthquake jolted much of the activity to a halt (aided by the general nationwide depression).

Later in the 1930s the upward trend reasserted itself. Five hundred oil wells on city property provided revenues to pay for building a superlative harbor. By the time World War II erupted, business and industry had discovered Long Beach as a strategic location in the growing West Coast market. During the war Long Beach was a U. S. naval center of strategic value exceeded by few others.

Today shipbuilding, naval activity, aircraft manufacture and associated satellite activities are prime in the area, home of 675 manufacturing plants. Other major products include thermostatic controls, soap, pipes, insulation material, petroleum products, vegetable oils, and seafood processing. The warehousing and transportation needs of these industries and of the general population are supplied in large measure by the 7,300 members of three Teamster local unions, members of the 110,557-member Joint Council 42.

The city enjoys a typical mild California climate, the fine beach from whence it derived its name, excellent recreation facilities and is growing in favor as a convention center. Located 20 miles south of Los Angeles, it is convenient to Marineland, the Griffith Observatory, Hollywood and Disneyland.

A large salute to Long Beach!



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THE INTERNATIONAL Teamster

DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume 60, No. 2

February, 1963

Central States Health and Welfare Boosted 6
New benefits announced in medical plan

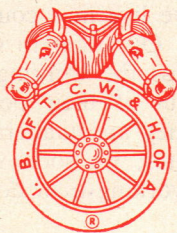
Obedient American Press Gets Sassy 12
Sporadic criticism of Royal Family begins

Gypsy Truckers Peril Transportation 14
Laws needed to curb cut-throat practices

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ATA accuses railroads of exploitation

On Page 19, a SPECIAL REPORT

Distribution 'Know-How' Causes New Concept in Warehousing



The International Teamster has an average monthly circulation of 1,550,000 and an estimated readership of over 4 million (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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Message from the General President

The Right to Strike

IF ANYONE in organized labor doubts the seriousness of legislative threats to collective bargaining and the need for working people to establish communications with senators and congressmen, then perhaps the following breakdown of legislative proposals will dispel such doubts:

S. 287 would make any strike by transportation workers a federal crime, unless it was by a single local union acting alone or it had no substantial effect on interstate or foreign transportation. It provides for a fine up to \$50,000 or imprisonment up to one year, and would open unions up to suits by carriers.

This bill is introduced by Senator McClellan, who has also introduced S. 288 which would outlaw all strikes at defense plants.

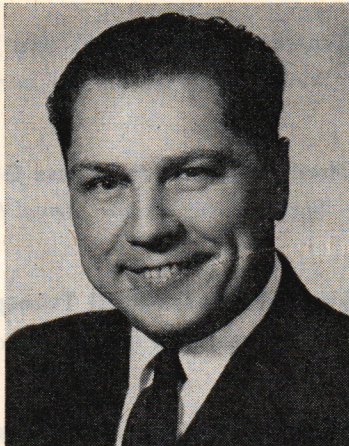
S. 87 is Barry Goldwater's national 'right-to-work' proposal, which gives state supervision over union shop, outlaws union shop entirely for unions spending dues money for anything except collective bargaining, and requires government supervised balloting and notice to the employer before a strike could be called.

S. 21, introduced by Senator Dirksen, of Illinois, would end the right to strike for America's ocean-going seamen or officers. Maritime labor disputes would be decided by government appointed boards using compulsory arbitration.

H.R. 2426, by Rep. Scott, of N.C., would prohibit strikes by employees in certain strategic defense facilities. The Secretary of Defense would have power to name an emergency board to issue binding decisions on wage rates and other conditions of employment. Also, this measure would make it illegal for unions to act in concert in a strike.

H.R. 122, by Rep. Rogers, of Texas, would require loyalty oaths from employees of government suppliers and from labor organizations representing those employees.

H.R. 264, by Rep. Alger, of Texas, would place workers and trade unions in the category of a commod-



ity to make it unlawful and contrary to public policy for any labor organization to strike or engage in any other course of action to win benefits from employers if it restrains trade.

H.R. 333, by Rep. Martin, of Nebraska, would make labor-management contracts an unreasonable restraint of trade or commerce, and therefore a monopoly to be declared illegal. It would be unlawful to strike over work rule issues.

H.R. 2437, by Rep. Utt, of California, would amend the Judicial Code on anti-trust laws so unions which interfere with commerce would be considered a monopoly and illegal.

H.R. 1698, by Rep. Rivers, of S. C., would amend the Railway Labor Act so as to authorize the President to establish a board to resolve jurisdictional disputes in the air transportation industry.

Those bills are introduced, and it is expected that committee hearings will begin in March. It doesn't take a top legal mind to understand the danger to organized labor in any of these proposed bills.

Collectively and individually they strike at the basic American rights of freedom of assembly and of free speech, and each is intended to wipe out all rights given to organized labor by the Wagner Act.

This month we celebrate the birthday of a great American—Abraham Lincoln, who said: "Thank God, we live in a country where the worker may strike."

Our right to strike hangs in balance today, and unless the working men and women of the nation snap out of their political apathy and let congress know they are unalterably opposed to these anti-labor measures, we soon will be living in a country where the working man does not have the right to strike.

A handwritten signature in cursive script that reads "James R. Hoffa".

Legislative Threats Topic of I.B.T. Board Meeting

Teamster General President James R. Hoffa hung the grim cloud of reality over the winter meeting of the Teamster general executive board in Miami, Florida, last month with a report which outlined an anti-labor assault in the Congress which has never been equalled.

As the new Congress began in January amid a filibuster over rule changes, even the filibusterers were willing to yield the floor to the anti-labor bloc so anti-trust laws for labor could be introduced.

It was as if someone had shouted "fire" in a crowded theatre as the McClellans and the Goldwaters and the Martins trampled their way to the floor to reintroduce measures which would permanently cripple the labor movement in America.

Teamsters Secure Bonds

As the February issue of the International Teamster went to press, Teamster General President James R. Hoffa announced that the International Brotherhood of Teamsters has secured bonding in full compliance with provisions of the law.

Said Hoffa:

"The introduction of these bills is the most drastic thing that has ever happened. You're involved in trouble if any of the anti-trust laws for labor pass the congress."

The Excuse

Hoffa recalled that coal strikes were the excuse used by congress in 1947 for passage of the Taft-Hartley Act, that the hysteria trumped up by the McClellan Committee was used as the excuse for passage of the Landrum-Griffin Act in 1959.

"Now," he said, "they are using the

dock strike and the New York and Cleveland newspaper strikes as an excuse for legislation which would reduce bargaining to single employer, single county, single union activity.

"Under laws now introduced it would be illegal for two local unions to have uniform rates or uniform conditions. It would be illegal to bargain for wages, hours and conditions which would extend beyond one county, and in many instances it would be illegal to strike."

The list of names associated with the introduction of anti-trust laws reads like "Who's Who in the Anti-Labor Crusade." With McClellan as co-sponsors were Elmer Holland, Florida Dixiecrat; Sam Ervin, Dixiecrat from South Carolina; Karl E. Mundt, S.D. reactionary; James O. Eastland, Mississippi Dixiecrat; Barry Goldwater, longstanding labor hater from Arizona; A. Willis Robertson, Dixiecrat from right-to-work Virginia; John Stennis, Dixiecrat from right-to-work Mississippi; and Carl Curtis, farm belt reactionary from rural Nebraska.

It was a group of senators the National Association of Manufacturers is proud to call its own. A counter claim to title could be made by the U.S. Chamber of Commerce.

A payoff of major proportions was being made by the big business daily press to support the anti-union congressional bloc. Just how large the payoff will never be known, but edi-



Vice Presidents Joseph Diviny and Murray W. Miller ponder a discussion of anti-trust laws for labor.



Vice Presidents Frank Fitzsimmons and Harry Tevis listen intently to a legal report to the board.



Vice President Thomas Flynn examines a legislative report.

torial after editorial was being inserted in the *Congressional Record* calling for leg irons to be fixed to working men and women.

It costs the taxpayers of the nation millions of dollars annually to print the *Congressional Record*. This means that the 16,000,000 members of organized labor were paying taxes to print the record which would be used against them.

With indiscriminate abandon, Senator John McClellan tossed one editorial after another into the *Record*. The politician from Arkansas—so concerned about how dues money of union members is spent—threw discretion to the wind as he used working men and women's tax dollars to plod forward for the cause of the National Association of Manufacturers and the U.S. Chamber of Commerce.

The legislative report to the Teamster executive board by Sidney Zagri was prefaced with the remark:

"Free collective bargaining is in great jeopardy!"

Zagri reported that Secretary of Labor Willard Wirtz has enunciated compulsory arbitration in reference to the longshoreman's strike.

Wirtz has also warned that "unless unions and management display a greater concern for the 'public interest,' traditional collective bargaining functions may be stripped to mere 'housekeeping' responsibilities."

Zagri reported that other Kennedy advisors, including recent appointees to the National Council of Economic Advisors, favored the establishment of a government commission to regulate wages and prices.

On the subject of anti-trust laws for labor, Zagri reported that the National Association of Manufacturers timetable for applying restrictive legislation to unions is "on schedule."

Legislative Plan

The NAM's committee of 21, Zagri reports, is no longer meeting in secret, after being exposed in the *International Teamster* magazine but its confidential meetings are no longer transcribed and stenographic notes are not available.

Its last two meetings were held November 14, 1962; and January 14, 1963. At the last meeting Professor Vandewater of the University of California at Los Angeles reported on the establishment of IBM computers and equipment for the purpose of classifying materials on the sources of so-called "union power."

Also, plans for a legislative program at the 88th Congress were announced and personal representatives of Sena-

tors Goldwater, Tower and McClellan were present.

Public relations-wise, the NAM program is in full swing. Major articles have been published in *Life*, *Time*, the *New York Herald Tribune*, and *Readers Digest*.

The work of one of the NAM's subcommittees, called "Major Roots of Union Power," was scheduled to appear in condensed form in *U.S. News and World Report* in late January. It was to appear not as a publication of the NAM but under the name of J. Max Swigert, member of the Taft-Stettinius-Holister Law Firm of Cincinnati, Ohio.

A letter was circulated January 9, 1963, to members of the subcommittee seeking their written permission to have the article published under Swigert's name, even though it reflects the combined active thinking of the entire subcommittee.

On the question of reduction of the workweek as a means of meeting mounting unemployment, Zagri reported that despite vigorous opposition to a reduced work week by the Kennedy administration, Chairman Adam Clayton Powell, of the House Education and Labor Committee, announced that hearings on the subject will be scheduled during the first session of the 88th congress.

A subcommittee will hold hearings this winter or next spring on every facet of the problem. Such proposals as a flexible workweek would be reduced or expanded as to the needs of the economy.

Congressman O'Hara, of Michigan, has introduced a bill for double overtime pay.

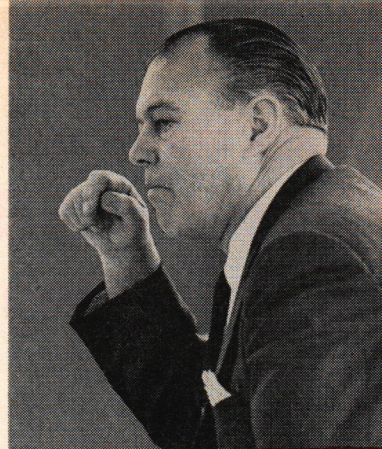
Zagri reported that such items as equal pay for women, equal opportunities acts, amendments to the Davis-Bacon and migratory labor legislation will be pushed again by the House and Senate Labor Committees.

Through the gloomy picture of legislative prospects filtered reports of continued progress in the field.

There was the report that a contract has been signed and ratified for nearly 5,000 production workers at Sikorsky Aircraft in Bridgeport, Connecticut. This represented the successful culmination of an organizing drive which began more than a year ago and went through three NLRB elections before Teamsters were certified as bargaining agents.

Back Pay

There was the report of \$4,000 back pay which had been collected for some members of Local 270.



George Mock, vice president from Sacramento, California, listens to a report of the general president.



Vice President Harold Gibbons reads a communication to the executive board.



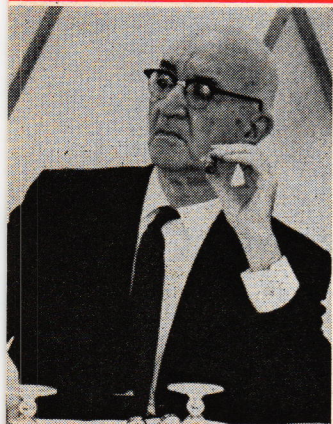
Vice Presidents Gordon Conklin and John Backhus survey the agenda for the board meeting.

General President James R. Hoffa presides over regular quarterly meeting of the Teamster general executive board in Miami last month.

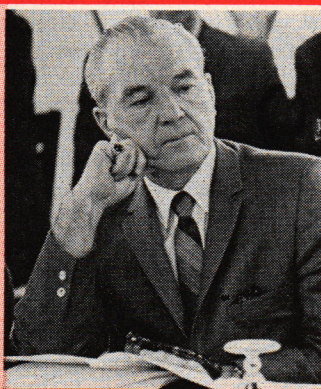




Vice Presidents John O'Brien and Anthony Provenzano listen to the report of General Secretary Treasurer John English.



General Secretary-Treasurer John F. English considers a matter before the IBT executive board.



Vice President John O'Rourke digests a question before the board.

Vice President Einar O. Mohn deliberates a union problem.



There was the report of the newly negotiated contract with REA Express in which a retroactive pay mellon of \$1,360,000 was involved and which covers wages, hours, and working conditions of REA Express workers in 10 major cities.

Before the executive board meeting convened, President Hoffa had announced that the Central States pension plan had reduced retirement age to 57 years. At the board meeting, Hoffa announced that following the five years of \$200 per month, the payment to supplement social security had been increased from \$90 to \$100 per month.

There was the announcement that a new seasonal high in membership had been set for November, 1962—1,743,303.

Legal Activities

The legal activities report to the executive board, given by David Previant, chief labor counsel, was both encouraging and discouraging.

A favorable report came in a case in which the Interstate Commerce Commission had issued a certificate to a non-union trucking company to operate in a strike situation. A U.S. District Court ruled that the ICC had abused its administrative discretion in issuing the certificate.

The U.S. Supreme Court has agreed

to hear the Riss-Local 89 Case in which a court of appeals affirmed the dismissal of a suit brought by Local 89 to enforce a decision of the Joint Area Cartage Committee ordering Riss to reinstate six employees with back pay.

The case will decide the question of whether an order of a joint employer-union committee is enforceable under Section 301 of Taft-Hartley.

A major legal victory has been achieved in the so-called Tree Fruits case in which Teamster Local 760 won court justification of its consumer picketing at the entrances of a retail grocer which was intended only to persuade customers not to purchase struck apples. The NLRB had held that this action violated Section 8(b)(4)(ii)(B) of Taft-Hartley. A federal district court ruled in favor of the local union and the Court of Appeals for the District of Columbia has denied the NLRB a rehearing. The NLRB may now seek a hearing before the U.S. Supreme Court.

The Labor Board has reversed its earlier decision and has decided that management which decides to subcontract work out of an existing bargaining unit, although for economic reasons, must bargain with the union on the subcontracting.

Constitutional Interpretation On Election Protests Made by IBT Executive Board

At its regular quarterly meeting last month, the Teamster general executive board made the following interpretation of Article XXII, Section 5, of the International Constitution:

WHEREAS Article XXII, Section 5(b) of the International Constitution provides in part that with respect to post-election protests "the decision of the Local Union Executive Board shall be applicable to the Joint Council . . .";

WHEREAS with respect to internal disciplinary appeals, Article XIX, Section 2(a) provides that the decision of the Local Union Executive Board is appealable to the Executive Board of the Joint Council, if one exists; and

WHEREAS it has been the past practice and custom in the International Brotherhood of Teamsters for decisions of Local Union Executive Boards on elections to be appealable to the Executive Board of the appropriate Joint Council;

NOW THEREFORE BE IT RESOLVED that the General Executive Board formally interprets the above-quoted provision of Article XXII, Section 5(b) of the International Constitution to mean that the decision of a Local Union Executive Board with respect to a post-election protest shall be appealable to the Executive Board of the appropriate Joint Council, and the decision of the Joint Council Executive Board may be appealable in accordance with the applicable provisions of the International Constitution.

Benefits Increase During 1963 In Central Health and Welfare

Large increases in benefits for Teamsters Union members covered by the Central States, Southeast and Southwest Areas Health and Welfare Funds went into effect for a 12-month period beginning Feb. 1, 1963.

Even though claim costs and usage are expected to increase in 1963, a 2-cent cost-of-living increase permits the benefit gains on rates guaranteed for the period by the Republic National Life Insurance Co.

A new major benefit provided for by the employer-employee trustees of the fund is catastrophic insurance that goes into effect when all other insurance is exhausted. The catastrophic insurance calls for \$1,500 in major medical expense per disability, \$200 deductible.

Regular life insurance for Teamsters covered by the fund was increased from \$3,500 to \$4,500. Accidental death and dismemberment coverage, formerly \$3,000, was jumped to \$4,500.

Weekly accident and sickness benefits for Teamsters went up from \$35 to \$50 a week, and hospital allowances were increased from \$14 to \$18 a day.

Hospital benefits for dependents

also were hiked from \$13 to \$17 a day. Surgical operation benefits remained the same for both Teamsters and their dependents.

Republic Insurance reported to the trustees of the fund that claim experience for the first 9 months of the current policy year showed a ratio of 94.8 per cent as premiums earned totaled \$13,435,000 compared with claims incurred totaling \$12,730,326.

Altogether, the insurance companies paid more than 87,000 claims to Teamsters during 1962. In other words, 73 of every 100 members insured collected benefits for themselves or their dependents under the welfare program.

Republic Insurance told the trustees that studies indicated claims costs on the entire risk will continue to increase during 1963. The principle reason aside from increased claim use, the company said, was the general increase in charges for miscellaneous hospital expense.

Noted the insurer's report: "It is clear that the hospitals will continue to increase their charges for miscellaneous hospital expense until they ultimately consume the full amount available under the insurance program."

Election Time



Historically, December is election time for local unions in the International Brotherhood of Teamsters. Typical of elections across the nation in which the will of more than 1,700,000 members is expressed at the ballot box, is this executive board selected by members of Teamster Local 991 in Mobile, Alabama. Left to right are L. Q. Crawford and Robert Ash, trustees; Morris Alpert, secretary-treasurer and business representative; Benjamin M. Germany, president; Charlie Moe, vice president; Wallace Pattullo, recording secretary; and Sam Quimby, trustee.

IBT Compliment

Mrs. Mary Keeney, a student teacher in Cedar Falls, Iowa, recently wrote the American Trucking Assns., Inc., asking for teaching material. In a post-script to her letter, she added:

"My husband who passed away 2 years ago had driven a Semi for Borden's Dairy out of Marshalltown and was a member of the controversial Teamsters Union. The union was very prompt in settling the insurance claim and their representative was more than kind."

• Metal Agreement

Eighty employees of Borden Metal Products in Union, N. J., recently gained 49 cents in benefits over 2 years in a new agreement negotiated by Teamster Local 102.

Ben Merker, secretary-treasurer of Local 102, said the contract provided 22 cents' worth of benefits the first year and 27 cents in the second year.

Actual wage increases in both years amounted to 5 cents an hour. Another 9 cents goes toward establishment of a pension program.

Further benefits included hospitalization and surgical plans, \$4,000 in group life insurance, and a more liberal vacation schedule.

Last but far from least, the agreement contained a union shop clause.

• Florida Victory

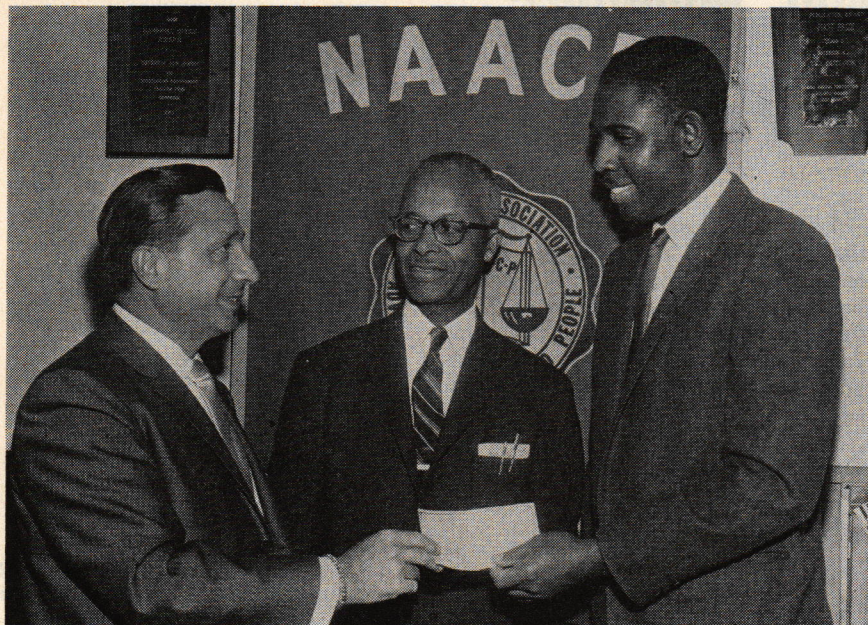
Bread truck drivers employed by 3 bakeries in the Tampa-St. Petersburg area recently chose Teamsters Union representation in a National Labor Relations Board election.

It was a matter of dissatisfied union members giving the old heave-ho to the Brewery Workers Union AFL-CIO which had failed to give the drivers good representation for the past 9 years.

Nearly 200 workers were eligible to vote. The ballot count was 124 for the Teamsters, 5 votes for the Brewery Workers, and 49 votes for no union.

The "no union" count indicated the extent of the workers' disgust with unionism after the Brewery Worker service.

Teamsters Do What Meany Doesn't



In a strong denunciation of AFL-CIO President George Meany for his action against the National Assn. for the Advancement of Colored Peoples, Michael A. Ardis (left), president of Teamsters Local 945 in Clifton, N.J., announced the local union's purchase of a life membership in the area's NAACP. Receiving the \$500 check for life membership are Herbert Hill, labor secretary of the NAACP, and Arthur Holloway (right) president of the local NAACP unit. Ardis deplored the recent action of Meany and the AFL-CIO executive council in saying it would not work with the NAACP so long as Hill continued to file suits against unions to end discrimination.

Uniform Area-Wide Bakery Contract Ratified for New England States

Some 4,000 bakery driver-salesmen belonging to 11 Teamster local unions in 6 New England states recently ratified a uniform area-wide bakery contract guaranteeing substantial increases over a 3-year period.

Vice President Thomas E. Flynn, director of the Eastern Conference of Teamsters, announced the agreement with the Federation of New England Bakery Employers which represents 18 major bakeries and sales agencies in the New England area.

Besides increases in base pay and weekly employer contributions to the present Pension Funds, the contract provided a new first for the area—4 weeks' vacation after 25 years' on the job (effective Jan. 1, 1963).

Director Flynn said other wholesale and retail bakeries that are not members of the employers' federation are expected to agree to the same contract with Teamster local unions in their respective areas. In other words, he believed the new agreement probably would be the nucleus

for an Eastern Conference Area-Wide Bakery Drivers Agreement.

Co-chairmen of the Union Negotiating Committee were Joseph P. Cleary, secretary-treasurer of Local 145 in Bridgeport, Conn., and Timothy Collins, secretary-treasurer of Local 677 in Waterbury, Conn.

Local unions and negotiators praised by Director Flynn for aiding in the successful contract conclusion were:

Richard Hunt and James O'Brien, Local 42 at Lynn, Mass.; Paul Hanoian, Local 64 at Providence, R.I.; Oscar Johnson and Anthony Carlo, Local 170 in Worcester, Mass.; Russell Bellico, Local 404 in Springfield, Mass.; Joseph Koluski, Local 443 in New Haven, Conn.; Edward Rice, Local 493 in New London, Conn.; Thomas Carroll and Edward Trainor, Local 494 in Boston, Mass.; Edward Kaminsky and Peter Rosano, Local 559 in Hartford, Conn.; Emmett Cudahy, Local 686 in Lawrence, Mass.; and John P. Hartigan, Eastern Conference of Teamsters.

Retiring Pioneers

Thousands of Teamsters Union members retire every year and each has union history in his veins. Leon Orr of Local 299 in Detroit and Frank Halloran of Local 25 in Boston are typical examples of recent retirees.

Orr, a cartage company driver who has rolled 1.5 million miles in the last 28 years, was one of Local 299's first drivers organized by Vice President Frank E. Fitzsimmons under the direction of General President James R. Hoffa.

Halloran has been a member of Local 25 since 1915. A good friend of General Secretary-Treasurer John F. English, Halloran served his local as a steward for years, and for nearly a decade was a business agent.

Record of Service



After 25 years as recording secretary of Teamster Local 743, Chicago, Adolph 'Ace' Will has announced his retirement and has been honored by his local union. Will, who was a charter member of Local 743, became recording secretary in November, 1937, and has held the post since. He was presented a plaque and gold life membership card by 743 president, Don Peters.

10,000 Honeywell Members Get \$2 Million Pay Raise

Nearly 10,000 members of Teamster Local 1145 employed at Minneapolis-Honeywell Co. received an automatic pay raise averaging 10 cents an hour each effective Feb. 1 with the beginning of the second year of a 3-year contract.

Lester J. LeVoor, secretary-treasurer of Local 1145, said the gain averaged out somewhere between 4.6 and 5 per cent.

Pay increases for the bulk of the production workers ranged between 7 and 12 cents an hour. There were gains as high as 14 cents an hour to adjust so-called inequities in some pay ratings.

In addition to pay increases, another \$2 million was expected to be funneled into improvements in medical and hospital coverage for the year.

Pension provisions, negotiated for a 5-year period, were not affected.

Local 1145's pay tabulation showed that after Feb. 1 no Honeywell maintenance or production worker would be paid less than \$2.005 an hour. The figure compares with earnings of 62½ cents an hour in the lowest-paid labor grade at the company plants 20 years ago.

The top pay bracket is now \$3.965 for Class A tool designers.

• Valiant Member

William Raube, a member of Teamster Local 676 in Camden, N. J., had an unforgettable New Year's Day, 1963.

Raube was awakened that night by a neighbor pounding on the door, screaming that her husband was trapped inside their burning home. Raube rushed next door barefooted and tried to rescue the trapped man.

Commendation

George Paull, a business representative for Teamster Local 429 in Reading, Pa., recently was commended by the local United Fund for his work in helping to tell "the UF story in terms of the working man's interest."

Paull, a volunteer worker for the past 6 years on the allocations, fund raising, and public relations committees of the Reading UF, also contributes time to the Reading "Toys-for-Tots" drive.

The Teamster entered the flaming house but smoke and heat drove him out. Moments later, the fire department arrived and the neighbor was rescued from the fire.

Raube received second and third degree burns on his hands and feet, however, in the valiant attempt to help.

• IBT Preferred

Teamsters Unions defeated AFL-CIO unions handily in elections conducted by the National Labor Relations Board for the 9-month period ending Dec. 31, 1962.

The NLRB election report issued at the end of January showed that IBT unions bested AFL-CIO organizations in 12 of 16 two-union elections.

In elections involving incumbent unions, Teamsters were unbeaten in 5 contests with AFL-CIO groups.

There were no decertification elections involving Teamsters Union members during the period.

• Clendening Dies

John L. Clendening, secretary-treasurer and business agent of Teamster Local 33 in Washington, D. C., died of a heart attack in late January.

Clendening had been secretary-treasurer of the local union since 1958. He also was a trustee of Teamster Joint Council 55 and was prominent in the IBT National Bakery Conference.

Ramon Granados was named by the executive board to complete Clendening's term of office.

TV Goes to Union Meeting



Teamster General President James R. Hoffa is shown at a steward's meeting of his home local, No. 299 in Detroit, as NBC-TV cameras grind away recording the meeting. The cameramen were filming scenes for the "David Brinkley Journal" which will be shown in two half-hour parts on NBC-TV March 18th and March 25th at 10 p.m., Eastern Standard Time. The show is in color. In addition to the Detroit meeting scenes, the show will feature an interview with Hoffa in his Washington, D. C. office. Every rank-and-file member should watch these programs.

Top Trucking Official Refutes McClellan Anti-Trust Hysteria

There is quite a discrepancy between the plea of Senator John McClellan for anti-trust laws for transportation unions and the value placed on such proposals by a top labor relations official in the trucking industry.

John M. Akers, chairman of the American Trucking Association's industrial relations committee, said in a recent statement to the 1963 Transportation Institute in Chicago:

"If they (anti-trust laws for labor) would destroy multi-employer bargaining relationships in the trucking industry, we would find it difficult to support them, as this type of bargaining has unquestioned values for trucking employers."

Senator McClellan has thrown up a barrage of scare banners with such frightening phrases as a 'national strike' in his attempts to condition the public for passage of his bill.

Yet, the ATA's Akers tells quite a different story about the frequency and likelihood of Teamster strikes in trucking negotiations:

"I've seen little comment in newspapers or magazines concerning current labor problems in the trucking industry. In short, of all modes of transportation, trucking is the only

one which has not had the spotlight of public attention pinpointed on its collective bargaining.

"This, in itself, is rather remarkable in view of the key role that trucking occupies in our transportation system. But it is even more remarkable when one considers that the principal bargaining agent in the trucking industry is the International Brotherhood of Teamsters.

"Not only is this union the largest, most well-known union in the entire country, but its general president is one of the nation's most controversial figures—literally a man whose every action makes news.

"Why then should labor relations in trucking have aroused such little public interest? The obvious answer, of course, is that there have been no serious strikes or work stoppages in the trucking industry for several years. Such strikes as we have had either have not been of sufficient duration or have not covered an area great enough to cause widespread public concern.

"Part of the answer was supplied last March in Miami Beach by the man who must, in the final analysis, approve and support any successful

strike in the trucking industry, James R. Hoffa," Akers stated.

"In reporting that strikes throughout the Teamsters Union were at an all-time low, he (Hoffa) explained that this was in accordance with Teamster policy 'of not being afraid to strike to enforce demands but of first seeking possible avenues of settlement before a strike is called'."

The top trucking labor relations official then went on to make the following points which explode McClellan's arguments for anti-trust laws for unions:

1. "The official, announced position of the Teamsters is to negotiate. This policy has meant that truck operators have been able to say to union negotiators: "Sure, we might give you more money, but in return you'll have to help us keep our operations flexible so we can stay in business."

2. "On the whole, union officials with whom the trucking industry bargains have been realists who recognize that changing conditions and new equipment can make once valid work practices and incentive pay systems obsolete. By and large they have shown an awareness that stubborn insistence on keeping such outdated contract provisions can rob a trucking company of its flexibility and saddle it with such high costs as to put it at a severe disadvantage with its many competitors."

3. "Each of the (transportation) industries represented on this panel has had to reduce its work force. As a result, job security becomes a strike issue for both labor and management.

"Trucking, on the other hand, is still an expanding industry. Most trucking companies are growing and need more, rather than less, employees. Mergers in trucking are primarily growth mergers which usually supply the same, if not more, jobs."

Those were the views of the trucking industry's top labor relations man, as he spoke out at the Transportation Institute in Chicago, attended by representatives from the airlines, railroads, and ocean shippers.

It didn't sound like a man begging for relief from a labor union with a 'stranglehold' on transportation as McClellan has painted the picture.

Perhaps the most significant of all of Akers' remarks was the manner in which he refuted the implication of McClellan that Teamster leadership is irresponsible and can stay in office only by extracting the last nickel out of the industry and by calling strikes.

Sikorsky Signs IBT Agreement



Members of newly-chartered Teamsters Local Union 1150 representing 5,000 workers in United Aircraft helicopter plants in the Bridgeport, Conn., area were all smiles as they signed a 3-year agreement with the Sikorsky division following lengthy negotiations. Joining in the contract conclusion early in January were (left to right): Sitting—Reid Banks, Sikorsky personnel manager; Lee Johnson, Sikorsky vice president; Fred J. Roberto, secretary-treasurer of Teamster Local 191 in Bridgeport; Anita Hendershot and Philip Ayotte of the negotiating committee; Standing—William Andrews of the negotiating committee; Vincent Capoccitti, Local 191 organizer; and negotiating committee members Frank Fox, John Borque, Raymond Booth, and George Zentkovich.

Teamster-Moved Trees Used To Rebuild Battered Beaches

HUMBLE contributions of Teamsters Union members in the field of community service are frequent—and just as frequently fail to receive the recognition they deserve.

A recent example was an unusual tale of how members of Teamsters Local 153 in Newark, N. J., helped rebuild a beach early this year with discarded Christmas trees.

The beach was wracked by a terrific winter storm that swept the Jersey coast last March. Taking the brunt of the storm was Long Beach Island. Located on the 18-mile strip of land are several small towns—Barnegat Light, Beach Haven, Harvey Cedars, Long Beach, Ship Bottom, Love Ladies Harbor, and Surf City.

Romantic sounding though their names were, they didn't look very romantic after the storm last winter. Scores of homes were lost and many were severely damaged along the ocean fronts of the various communities.

A story appeared in a Newark newspaper late last December in which the mayor of Ship Bottom told how a snow fence had been placed on the beach facing his community. Discarded Christmas trees were piled

against the fence, the idea being that the wintry winds—instead of blowing the sand out to sea—would blow the sand into the trees which would hold it and develop sand dunes, thus rebuilding the beach.

The mayor of Ship Bottom stated that they could use all the Christmas trees they could get but had no way of getting them.

One of the readers of the newspaper story was Herbert J. Heilmann, secretary-treasurer of Local 153, whose members are beer drivers, helpers, loaders, and unloaders in breweries of the Newark area.

Heilmann lost no time. He phoned the assistant to the president of the Ballantine brewery in Newark and told the story of Ship Bottom's plight. Heilmann suggested that if the Ballantine company would donate their trucks, he would ask Local 153 drivers to donate their services and pick up the trees and deliver them to the shore area.

Ballantine readily agreed to donate the equipment. Heilmann then made arrangements for his drivers to pick up trees in the towns of Newark, Union, Bloomfield, Belleville, Westfield, Beverly, and Interlaken, N. J.

After picking up the trees 10 tractor trailer trucks and 30 drivers met at a junction near Tom's River, N. J., and were escorted by Ship Bottom police to the community. Townspeople from all over the island were present to thank the Teamsters and officials of Ballantine.

The trucks were assigned to the several towns and unloaded their trees. After the job was done, they were escorted by Ship Bottom police back to Tom's River. Tom's River police then escorted the convoy to the New Jersey Turnpike and the trucks returned home to Newark.

It had been a long day for the Teamsters. To reach the island area, the trucks had to travel approximately 110 miles each way. Two of the trucks had to cross the Pennsylvania state line to pick up trees, and then had to return again to line up at the junction meeting place. Thus, some traveled close to 300 miles.

Adding the fact that nearly all the tree loading and driving was done during a pouring rain lends still more heft to the community contribution made by the Teamsters.

There was a call for help and they answered it.



Members of Teamster Local 153 are shown unloading discarded Christmas trees in volunteer response to a plea for help to prevent beach erosion on Long Beach island.

Good Union Contracts Key To Social Progress — Gibbons

SOCIAL progress of the American worker is directly related to his economic progress said Executive Vice President Harold J. Gibbons when addressing a January installation meeting at Teamster Local 162 in Portland, Ore.

Gibbons referred to the Teamster-sponsored pharmacy operating in the Portland Teamsters building as an example of what he meant. Without good union contracts, the pharmacy might never have been established.

Put into operation a year ago and offering lower drug prices to IBT members, the pharmacy is the beginning of a medical center to be patterned after the nationally-famous Labor Health Institute established by Teamster Local 688 in St. Louis under Gibbons' leadership.

Gibbons promised that Local 688 would lend any assistance possible to the Portland plan.

The Executive Vice President administered the oath of office to the Local 162 officers, and while General President James R. Hoffa was unable to attend the meeting as planned, he congratulated the new executive board by telegram. Robert Crancer, the General President's son-in-law, attended the installation meeting and addressed the membership briefly.



Robert Crancer, General President Hoffa's son-in-law, addressed the Local 162 membership.



Executive Vice President Harold J. Gibbons (right) gives oath to new officers of Teamster Local 162 as General Organizer Jim Harding (left) looks on. Taking the oath were (second from left) Cal Rogers, business agent, Al Panek, business agent, and Orville Hart, trustee. Behind the officers were visitors Clyde Yandell, secretary-treasurer of Teamster Local 224 in Los Angeles and Frank Wilson, president of Teamster Local 467 in San Bernardino, Calif.

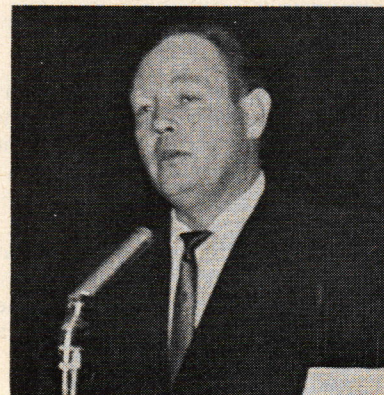


Vice President Joseph J. Diviny joined Gibbons in looking over the Portland Teamsters pharmacy where H. G. Bartlett minds the store.

Clyde Yandell, secretary-treasurer of Local 224 in Los Angeles, was a visiting speaker.



Joseph M. Edgar, Local 162 secretary-treasurer, took a turn at the microphone.



Press Gets Sassy

Editorials Criticize 'Royal Family'

Wanted: Maturity

Robert F. Kennedy continues to disturb even his friends in Government with his uses of power.

Less than a year ago, in the United States Steel case, he ordered the FBI to roust Washington reporters out of bed to reveal what Big Steel's president had said to them.

More recently he used the implied threat of the Department of Justice's big stick to bludgeon money, food, and medical supplies out of individuals and companies in the Castro blackmail case.

Although never elected to office, he is wielding more power at the top level—thanks to his brother—than any Attorney General in history. His influence extends far beyond the limits of Federal law enforcement. He is a key figure, even more so than the Secretary of State, in determining foreign policy.

Now he has pressured a great newspaper to suppress a story. Without publishing this particular story, the newspaper's proud 86-year old reputation for honesty and integrity would have been severely tarnished.

The incident involved the James Hoffa conspiracy trial, which ended in a mistrial with a deadlocked jury December 23.

Someone pretending to be a reporter for the Nashville Banner talked to prospective jurors.

Some of these had said in court that they had received such calls.

The newspaper promptly reported the incident, branded the caller an imposter and offered a \$5,000 reward for the arrest and conviction of the person who made the false statements.

Last Thursday the Banner published the transcript of a telephone conversation between James G. Stahlman, publisher of the Banner, and Bobby Kennedy last October 23, the second day of the Teamster union boss's trial...

In publishing the transcript last Thursday, Stahlman said he did so with Kennedy's knowledge and because he felt nothing in it reflected on him, the Attorney General, or the newspaper.

With this we cannot agree. The fact that Kennedy would seek to suppress a story which involved the reputation of the Banner and its employees reflects on his judgment.

Bobby Kennedy has been too prone to act impulsively. Perhaps flat refusals to knuckle under—such as those by Dr. Arnold O. Beckman, of Corona del Mar, in the Castro blackmail case and by Publisher Stahlman—will help to make a mature executive of him. —*Excerpted from the COSTA MESA PILOT, Costa Mesa, Calif.*

The American press has been a docile Fourth Estate under the Kennedy Administration, with only an occasional growl registered about 'controlled' news. Generally, newsmen have been content to feed on a daily diet of Administration public relations rather than do the work involved in reporting the day's news.

Yet, last month, several papers gave evidence of becoming irritable, upset with at least one member of the American Royal Family, Attorney General Bobbie Kennedy. There was some editorial nipping at the heels, examples of which are reprinted here.

Valley Labor Citizen

FRESNO, CALIFORNIA, FRIDAY, JANUARY 11, 1963

Off the Editor's Cuff

Hoffa still free

Four times the federal government has tried to put Teamster President Jimmy Hoffa in jail. Four times, the government has failed.

Twice, Hoffa was acquitted. Twice, there were mistrials.

From the beginning, the "campaign" to get Jimmy Hoffa has had all the earmarks of a political vendetta.

He was smeared, hounded and harassed by the press so loudly and so long that it was difficult — as it still is difficult — to believe that he could get a fair trial in any part of the United States.

Since the Kennedys took over in Washington the get Hoffa vendetta has become a crusade, a crusade tainted with the personal bitterness of Attorney General Bobby Kennedy.

Bobby had, according to Drew Pearson, some 32 grand grand juries investigating Hoffa all over the lot.

The judge who declared the mistrial of the latest Hoffa case is under consideration for a higher court appointment.

For this appointment, the judge must have a recommendation from Bobby Kennedy.

What kind of justice is this?

I make no excuses for Hoffa. I have never been one of his great admirers. (I have never been one of George Meany's great admirers, either).

But admiration is beside the point.

Personal feeling is not supposed to enter into a court of law, especially into considerations of the U. S. Attorney General as he weighs the merits and demerits of various charges.

From the record it appears that personal feeling is about the strongest case Bobby Kennedy has against Hoffa. Despite all the legal machinery at his disposal, Kennedy has never been able to put Hoffa behind bars.

After the recent mistrial, even the press is beginning to turn on Bobby. The New York Times ran an editorial pointing out that it would have to consider Hoffa innocent until proven guilty.

This rule of American law has never been fully applied to Hoffa. I suggest Bobby Kennedy try it on for size and that he begin administering the attorney general's office as an impartial arm of the law, not as a personal club against Hoffa or anyone else.

Bobby should eat crow and admit that the members of the Teamsters have the right to pick their own president without any Monday morning quarterbacking from the Harvard boys.

At Last A Show of Gumption From A Newspaper Publisher

WE DON'T know the merits of the dispute between Publisher James G. Stahlman of the Nashville (Tenn.) Banner and Atty. Gen. Robert Kennedy, but we are glad to see someone revolt against the news manipulations going on in Washington.

Kennedy called Stahlman during the recent trial of James Hoffa in that city to ask him to withhold a story about the trial from his paper. He pleaded that the publication of the story would result in a mistrial.

Kennedy called to ask Stahlman not to publish a denial that his reporters had called members of the Hoffa jury. Appar-

ently someone had called the jurors passing himself off as a reporter for the Banner.

Stahlman told Kennedy that he had a duty to protect his staff and his paper.

Let us hope that this stand of the Nashville publisher indicates a change in the obsequious attitude the press has been taking toward the administration and that it will start publishing news, as it is supposed to.

Perhaps if there were a little more gumption shown on the part of the press Boss Hoffa's influence in labor could be broken. Obviously, the Attorney General isn't getting anywhere in his anti-Hoffa campaign.

The Capital Times-Madison, Wis.

The Tulsa Tribune

Richard Lloyd Jones
An independent newspaper published every week day afternoon by The Tulsa Tribune Co. No Tulsa Tribune stockholder owns stock in any other newspaper. Advertising subscriptions and the mechanical production of this newspaper are handled by the Newspaper Printing Corp. of Tulsa, an agency.
Member of the Associated Press, which is exclusively entitled to use for republication of the local news in this newspaper.
Member United Press International, Inter American Press Assn. ANPA, SNPA, ABC.
Tulsa, Oklahoma, Friday, January 4, 1963

Question of Suppression

Florida, fiery and forthright James G. Stahlman, the explosive publisher of The Nashville Banner, has revealed that Attorney General Bob Kennedy attempted to get him to suppress a news story that Stahlman was running for the purpose of defending the reputation of his newspaper.

It came about this way: The Hoffa jury had been selected. Some jurors stated in court that they had been contacted by a man representing himself as a Banner reporter who asked questions that would give rise to the suspicion of jury tampering.

Stahlman swore that he would pay \$5,000 for the arrest of the person who was impersonating one of his reporters. But Attorney General Bob Kennedy got on the phone and asked Stahlman to suppress the story that an apparent tampering attempt had been made, lest it result in a mistrial on the grounds that the rights of the defendant would be prejudiced by the suspicion that Hoffa's boys were responsible.

Jimmy Stahlman didn't go along. He said the reputation of his paper was at stake and he wasn't going to let the government, the Teamsters or anyone else talk him out of defending it. As it turned out, there was no mistrial. The case went on as scheduled, resulted in a hung jury, and now the judge, himself, has demanded a probe into the jury tampering angle.

The Attorney General has a lot to learn about the press. It is one thing to ask the

press' cooperation in withholding information that otherwise might help a fleeing criminal escape arrest, and an entirely different thing to expect a newspaper to suffer in silence and without denial when a juror in open court asserts that a man representing himself as a reporter acted improperly.

Last fall The Tulsa Tribune carried an editorial in which it commented on an interview with the Attorney General that was carried in The London Sunday Times. The Tribune used the verbatim quotes of Mr. Kennedy as The Sunday Times had them. The editorial was widely reprinted but no protest was ever directed to The Tribune.

Yet, when a concerned Texas citizen wrote to the Attorney General to find out if he had said what he had been reported as saying, Mr. Edwin Guthman, the Department of Justice's Special Assistant for Public Information, replied to the Texan that the Tribune editor had been guilty of irresponsibility in not checking with Mr. Guthman before he wrote the editorial.

Whereupon, The Tribune wrote Mr. Guthman, saying that in the interest of keeping the record straight it would be delighted to carry the Attorney General's assertion that the interview was inaccurate if he would make such a statement. That was more than two weeks ago and we are still eagerly waiting to hear from Mr. Guthman.

Gypsy Truckers Imperil Safety,



Undermine Fair Competitors



BY LOOKING at the charred ruins of the bus, no one could really tell what the atmosphere had been just before the crash. The bus was loaded with college girls. Perhaps they sang college songs or sorority tunes.

Perhaps they chatted individually with their seat-mates on such subjects as dates and upcoming fraternity parties. Others may have talked of honor or failing grades. Perhaps, one or two thumbed the pages of a text book, preparing for the next day's classes. A professor rode as chaperon.

But next day classes never came for 12 aboard that ill-fated bus as their lives were snuffed out by a gypsy trucker who crashed the rear of the bus as it stood stopped for a red light on Route 1 in North Brunswick, N. J.

Who can assess the cost of the accident. What value could be placed on the dead coeds. Loved ones could not reduce the loss to dollars and cents. The task would have been impossible for every one because to have material value the destroyed item would have to be replaced.

The coeds could not be replaced.

The Cost

The injured—add up the cost of their medical and doctor bills and add an appropriate amount for mental anguish.

What does it cost to replace a burned out bus? The insurance company could quickly supply the answer.

The demolished truck—its value couldn't have been too much. It had been driven 63,000 miles without adequate maintenance. Its braking system was faulty.

But, whatever cost figures one arrives at, they are the price paid by all involved for a gypsy trucking operation in which the owner and operator of the truck were charged with 71 violations.

The driver had had only two hours sleep in the 36 hours before the tragedy. Had he relied on a Bennie or a goof ball to keep him awake? Another intangible to which there is no answer. How many close calls had he had along the way as he maneuvered equipment with 63,000 miles logged without adequate maintenance and with faulty brakes?

All of a sudden there was a law of averages. Suddenly, Lady Luck turned her back on a driver who had played his bluff against safety and

common sense to the limit. Unfortunately, when Lady Luck turned her back on the driver, 12 coeds in the full bloom of life were almost instantly snuffed out in the charred ruins of their bus. In a real sense they were the price paid for a trucking operation which skirted the law and skimmed on safety precautions and common sense.

Yet, this is not the story of a lone gypsy trucker:

Statistics for 1962 illustrate the scope of the situation well. All private and for-hire motor carriers compiled 317 billion ton-miles of intercity service in the 12-month period.

Carriers regulated by the Interstate Commerce Commission handled only one-third of that traffic. Gypsies, not answerable to the ICC on safety and rate making, carried the rest.

Legislation to curb cut-throat motor carriers engaged in so-called gray area operations will be considered again by the 88th Congress.

An attempt to grapple with the problems caused by unregulated motor carriers was made in the 87th Congress. The bill, S. 2560—introduced by Sen. George Smathers (D.-Fla.)—failed to go the route. It died in the House after passing the Senate.

Sen. Smathers' office indicated early this year that he would reintroduce the measure. When it is again under consideration by the appropriate committees, the International Brotherhood of Teamsters can once more be expected to offer support for it in the same manner that testimony was given on behalf of S. 2560 last April.

Smathers' bill would eliminate much irresponsible competition of gypsies in gray area and illegal operations. It would bring the outlaws under broader regulatory powers. It also would force the gray area operators to observe their responsibilities insofar as road safety is concerned.

Specifically, the proposed legislation would embody 2 important provisions:

—Establish uniform standards for truck registration in states where such requirements exist.

—Require annual statements by motor carriers now exempt under certain sections of the law.

IBT interest in the bill comes from

a desire to protect jobs of the membership and to see highway safety become more a reality than a slogan.

Statistics for 1962 illustrate the scope of the situation well. There were 12 million trucks on the highway last year. All private and for-hire motor carriers compiled an estimated 317 billion ton-miles of intercity service in the 12-month period. Carriers regulated by the ICC, however, handled only one-third of that traffic as private and exempt carriers accounted for the rest.

There is no way to determine how many of the private and exempt carriers that moved freight 206 billion ton-miles last year operated in the gray area. A clue can be found in the Doyle Report of some years back which stated:

"It is a common saying in the industry that under present interstate enforcement programs, an unauthorized motor carrier can carry out his illegal transportation activities in interstate commerce for a period of 5 years before he may be forced to cease and desist."

The hugeness of the trucking industry prohibits effective enforcement of existing laws and regulations. The result is widespread violation of both economic and safety rules.

Exemptions

Bootleg truckers, gypsies, gray area operators—call them what you will—take advantage of the fact that com-

mon carriers are regulated in the public interest to assure the nation a basic transportation system providing adequate service to the general public at reasonable rates without undue preference or discrimination.

Competing with the regulated common carriers are thousands of unregulated motor carriers. For example, interstate haulers—both private and for-hire—are exempted from federal regulations of rates and services when trucking agricultural commodities. Also, business firms using their own trucks for moving their own goods are not subject to economic regulations. Such operations are quite legal.

The problem arises, however, when an exempt or private carrier—or an outright violator seeking to avoid empty backhauls—uses subterfuge to haul commodities on a for-hire basis that by law are supposed to move only under regulation.

As the Transportation Assn., of America put it recently:

"This unlawful intrusion into the for-hire transport field undermines our essential common carriers and makes a mockery of our attempt to regulate such carriers in the public interest."

State enforcement officials have estimated that as many as 1 of every 4 intercity trucks operates unlawfully on the nation's highways, each one breaking a federal law to the extent that gypsy operators are undoubtedly the largest single group of federal law violators in the U.S.

The gypsy upsets the economy of the transportation industry in a simple manner: He does for slight profit, cost, or less, what regulated motor carriers do for a legitimate profit.

An example was cited by Sidney Zagri, Teamster legislative counsel, in testimony on S. 2560 last spring.

He cited the so-called bull haulers transporting cattle from adjacent states into Chicago. After delivering their load, they sell their services at marginal prices to insure a backhaul, destroying the common carriers' regard for fair competition and prices.

In turn, the jobs of Teamster members employed by common carriers are seriously affected. The legitimate employer seeks relief at the collective bargaining table; or he will place an embargo on meats or perishable cargo—which means elimination of those runs and loss of jobs for Teamsters.

Companies that pay top union wages operate on close profit margins with huge capital investments. They are squeezed by the gypsy who manages to pirate business variously estimated as high as \$5 billion a year.

Dangerous Highway

There is no help from manufacturers who, seeking to cut costs, throw millions of dollars a year to the illegal truckers. Many have learned sadly that this kind of cost cutting can be expensive. Breakdowns, delays, unreliability, and sometimes downright fraud are common ingredients in deals with gray area operators.

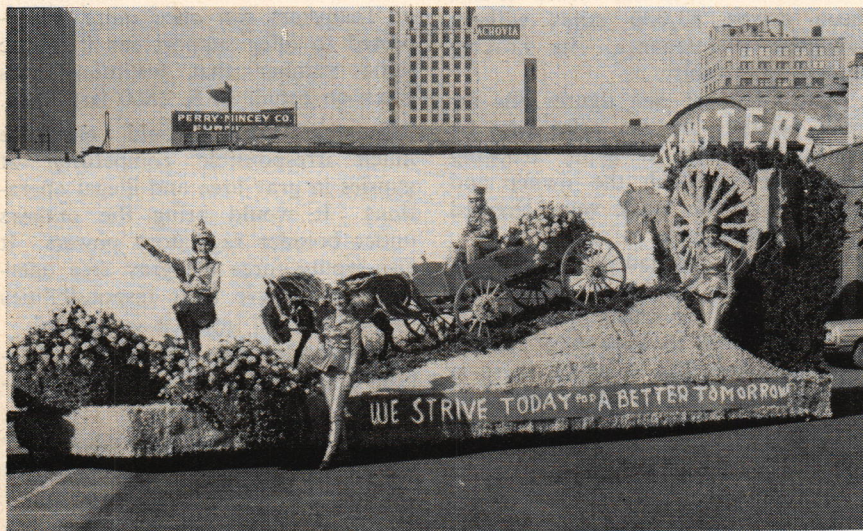
Gypsies usually engage in their cut-throat hauling at the expense of highway safety. ICC regulations state clearly that a man cannot drive more than 10 hours without an 8-hour rest. Yet gray area drivers often travel 24 hours on a non-rest schedule.

Further, nearly all gray area operators ignore deficiencies in equipment. A grisly example of this callous approach to the road was the bus-truck collision in New Jersey.

The ICC has described as the worst violators the produce haulers from Florida who have to make New York in 36 hours. Many of them operate run-down equipment. They do not stop to sleep, rather, they rely on goof balls to keep awake. Theirs is a dangerous highway.

Although the states and the ICC have regulations limiting certain gypsy practices, there is little machinery to enforce the laws. For every

Teamster Float a Winner



"We Strive Today for a Better Tomorrow" was the theme behind Teamster Local 71's winning float entry in the Carolinas Carrousel parade, a recent event in Charlotte, North Carolina. The Local 71 effort won first place in its division.

illegal trucker caught, hundreds continue to roll merrily along.

The Committee Against Unlawful Transportation, an organization of legitimate truckers, has urged greater enforcement at the state level. Also, there should be greater cooperation between state and federal agencies to overcome the problem.

Teamsters President James R. Hoffa has suggested that the gray area sore can be healed by requiring such operators to adhere to adequate safety measures. Dispatchers, for example, would be required to refuse issuing manifests until the doubtful operators carry insurance subject to review every 60 days. Renewal of the insurance, of course, would depend upon the mechanical condition of the rig accompanied by proper certification of mechanical inspection.

Ton mile traffic has tripled since World War II according to the best estimates. There is every reason to expect the phenomenal rate of growth to continue as the population increases, more highways are built, and more freight is shipped.

Unfortunately, as the ton-mile total zooms higher every year, so does the traffic handled by private or exempt carriage—the field in which the gray area operators run free.

Uniform compliance with maximum hour and equipment standards would be a major step toward achieving the goal of a transportation industry operating safely and economically across the country.

All would benefit—the shippers, the owners, the drivers, and the public.

“In a nationwide road check October (1961), 58.8 per cent of the exempt carriers had 4 or more vehicle defects compared with 28.7 per cent for authorized carriers. Fifteen per cent of the vehicles of exempt operators were removed from service for serious defects compared with 10.1 per cent for authorized carriers. These figures reveal nothing new. The compliance record of exempt carriers has always been considerably worse than that of authorized carriers.”—Rupert L. Murphy, Chairman of the Interstate Commerce Commission.

Rank-and-File Wants Politicians on the Record

Dear Editor:

I have been reading in our last two editions of the Teamster magazine about the National Association of Manufacturers and certain politicians who try to introduce bills to congress in favor of anti-trust laws for labor and other ways and means of destroying a fine organization such as the International Brotherhood of Teamsters.

If it is at all possible, I would like you to publish the bills introduced, along with the voting results by name. This, I think, would enlighten our Brothers on their way to the polls at election time, and also open the eye of the politician who depends on the working man for his political future.

Then, maybe in the future, we may have men in congress who won't degrade our union but may vote in our favor and help keep us strong and free, and may possibly destroy the NAM and organizations of its type which are backed by men who represent states where the minimum wage is 25 cents an hour, or whose citizens' yearly wages do not exceed \$3,000. I don't think enough of our Brothers realize who really is on our side.

Daniel Torlucci
Local 866
Newark, N. J.

Honored for Dedication, Fidelity



Secretary-Treasurer Michael J. Fomusa of Teamster Local 738 in Chicago, Ill., recently presented plaques "for dedication and complete fidelity to the principles of organized labor" to the Rev. Dominic Morrisette (center) and the Rev. Rafael Davila, both of the Joliet diocese. Fathers Morrisette and Davila helped in the drive of Local 738 to organize Campbell Soup mushroom growers and pickers. Labor laws did not apply in the case despite the desire of the workers to join Local 738. The workers won pay increases and other benefits after a strike. Local 738 also bestowed its first honorary memberships upon the priests.



Sidney Zagri, legislative director for the International Brotherhood of Teamsters, is shown addressing DRIVE full-time political directors at their Chicago meeting last month. Zagri predicted that the Kennedy Administration would push government intervention in collective bargaining to unbelievable heights before the President's first term has expired.

DRIVE Directors Meet In Chicago Seminar

DRIVE, the political arm of the International Brotherhood of Teamsters, came under sharp appraisal from its full-time Joint Council political directors in Chicago last month in an intensive one-day session.

Two resolutions resulted from the meeting which was chaired by DRIVE National Director Sidney Zagri:

1. A recommendation that Joint Councils and Local Unions adopt a voluntary checkoff system as used by

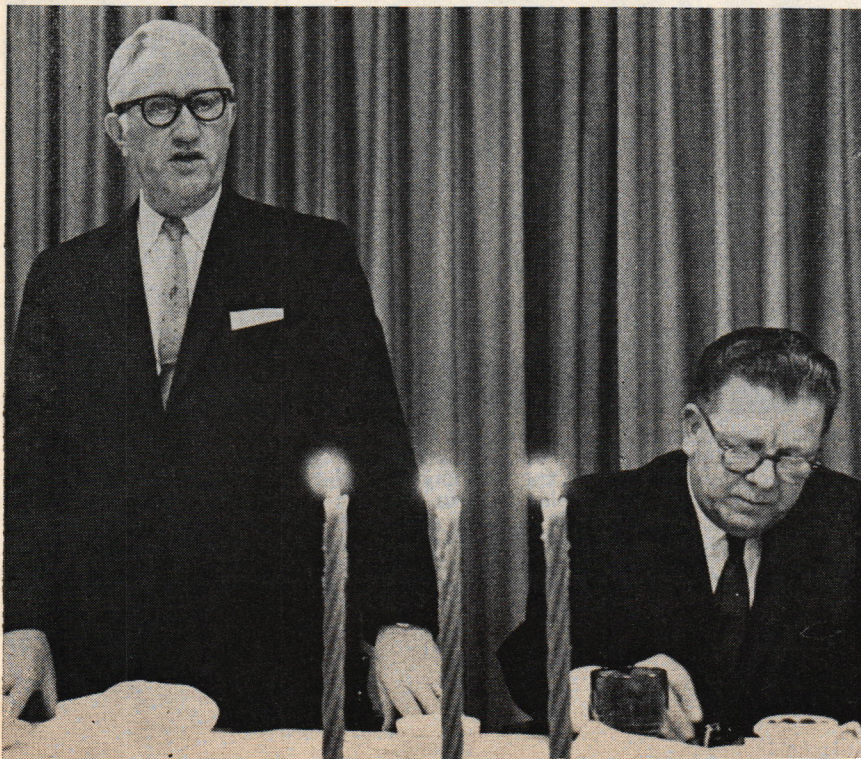
the Michigan Conference of Teamsters, and;

2. A recommendation that Joint Council meetings include a one-day session on DRIVE and Teamster political action.

Membership campaigns, effective political action campaigns and DRIVE's future were discussed by the group.

Zagri gave the political directors a comprehensive review of legislative

Vice President Gordon Conklin, of Minneapolis, told full-time DRIVE political directors meeting in Chicago last month that political action is the only salvation of the labor movement. Vice President Frank Fitzsimmons (seated) lent emphasis to Conklin's remarks and stated that he would lend every effort to see that political action was effective among Teamsters he represents.



threats to the Teamster movement in the 88th Congress.

Zagri predicted the greatest dangers will come from introduction of labor anti-trust laws, job killing transportation legislation, compulsory arbitration, and measures designed to give the Administration greater powers of intervention in the collective bargaining process with amendments to the emergency strike provisions of the Taft-Hartley Act.

The Teamster legislative director told the group that certain incidents surrounding the mistrial of James R. Hoffa in Nashville, called for legislation to bring about reform in judicial abuse.

High ranking Teamster officials attending an evening banquet for the group included International Union Vice Presidents Gordon Conklin and Frank Fitzsimmons, and joint council presidents. Both vice presidents told the group of their intention to push the DRIVE program at the International level and in their respective areas.

• Not Fooled

Teamster Local 810, New York City, has just won a bitterly contested representation election with employees of the Ideal Roller and Manufacturing Company, of Long Island, N. Y., in which the company tried to overwhelm workers with rehashes from the McClellan Committee and Bobbie Kennedy's Book, "The Enemy Within."

The vote was 74 for the Teamsters, 44 for the company.

Commenting on the election, Local 810 President Milton Silverman stated:

"My source of pleasure derives from the fact that these unsophisticated workers were knowledgeable enough to see from the evidence we presented to them that the company's professed paternal concern for them was a subterfuge behind which it concealed its anti-labor and anti-union bias."

The company also operates plants in Chicago; Huntington Park, California; Chamblee, Georgia; and Marlboro, Mass.

Silverman reported that the McClellan-Kennedy anti-union formula was countered by the local union "with facts, which convinced the workers of the integrity of our International leadership and its dedication to the interest of the toiling masses."

Distribution 'Know-How' Causes New Concept in Warehousing

"IF public storage is to remain an important sector of Teamster jurisdiction, we must rise to the challenge of change as effectively as the employer seems to be doing."

That was an introductory statement in a recent illuminating report on public storage warehousing in the Central States Conference of Teamsters. The same statement might have appeared in similar reports for the Eastern, Western, or Southern Conferences of Teamsters.

Based upon summarization of 125 Teamster contracts, the study aired problems "which can only be solved on a regional or national basis" for 500,000 members working in the public warehouse industry.

While the Central States report restricted itself to details of Teamster contracts within the conference, it indirectly pointed to the significant

manner in which new methods of storage and distribution affect the jobs of warehousemen everywhere.

Actual industrial innovations on the horizon were not discussed, but they were alluded to emphatically—"we must rise to the challenge of change as effectively as the employer seems to be doing."

The prospect is astonishing.

There was a time in America when corporate management was primarily concerned with manufacturing and selling. Storage and distribution were considered necessary evils.

This is no longer true. Physical distribution tops the list of management problems today. In fact, an analysis of trade journals reveals a growing management obsession with timely, rapid, and convenient distribution at the expense of storage.

Such is the case even though the fundamentals of the public warehouse

industry remain unchanged. It still is composed of "for hire" and "contract" warehouses, most of which are bonded for public performance.

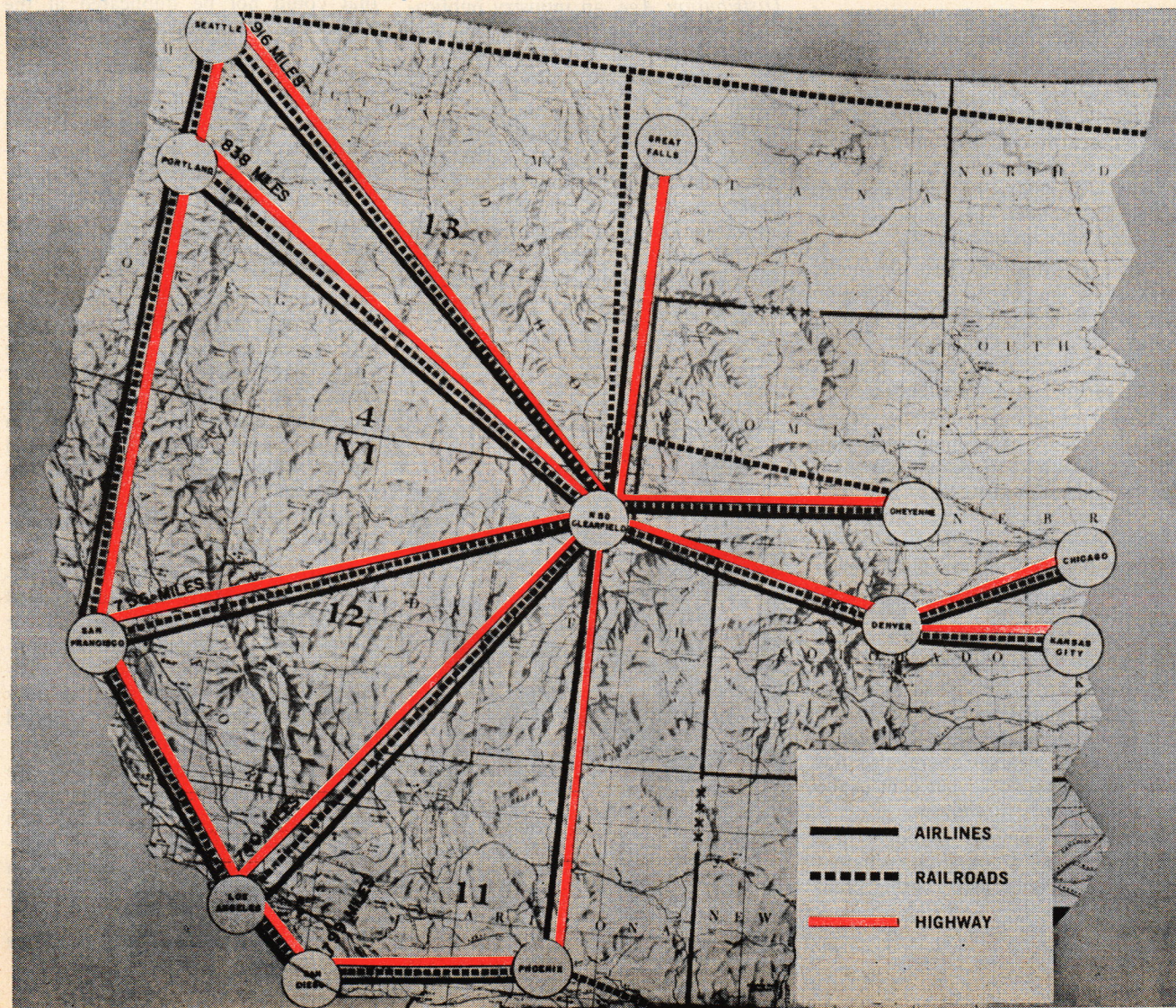
Traditionally, the industry's function has been simple: To store merchandise which has been temporarily pulled out of the manufacturing-consuming cycle when the manufacturer, broker, or consumer does not have sufficient storage facilities.

All types of products, generally classified as dry or cold, are stored in public warehouses.

Some warehouses are highly specialized to handle certain products; others are polyglot operations handling any type of mass produced goods. Some warehouses are modern and functionally designed; many are huge, converted, deteriorated buildings.

In smaller cities, public warehousing is likely to be associated with furniture moving or local cartage; in larger

Former Navy depot north of Salt Lake City could well become the distribution hub of the west, shrinking public warehousing activity for hundreds of miles in every direction.



cities, it is or has been a separate industry.

In some cities, cold storage is handled by companies which offer no dry storage services; in other cities, companies will offer both services in the same warehouse and use the same employees for both kinds of products.

Local firms operating within a given city or metropolitan area comprise a good chunk of the industry. Chain companies, however, are gaining more and more of the market. Some chain companies are confining their attention to the public storage industry. Other chain outfits are also engaged in related functions such as manufacturing and freight forwarding.

Corporate management first began to concentrate on reducing distribution costs in the late 1940's and early 1950's. Manufacturers and brokers found they could make great savings by cutting warehousing time. In some instances, they eliminated warehousing by carefully synchronizing production and consumption. This was achieved through careful control of inventories, precise measurement of demand, and movement in less than carload lots.

Average warehousing time was thus reduced. Public storage companies began to perform a slightly more delayed function of the trucking terminal: To receive shipments, break them into categories, collect them into orders, and send them to customers.

But even this concept of public storage as an expediting operation gave way to a more dynamic method. Today the public warehouse is becoming a distribution center consolidating carload and truckload freight.

Scores of modern public warehouses now are reshipping outbound more carload and truckload merchandise than less-than-truckload and less-than-carload. Costly LTL shipments are being eliminated. One warehouse, for example, is shipping outbound a daily average of more than 750,000 pounds of carload and truckload freight compared with 100,000 pounds of LTL and LCL freight.

Because of the new trend there has been an estimated increase of 20 per cent in usable warehouse floor space in the past 8 years. There also has been an increase of 25 per cent in the total number of warehouses.

Labor cost savings through new equipment uses, automation, different scheduling, economical routing, tail-

Recognizing the problems arising in the warehousing industry, the Central States Conference of Teamsters Warehouse Division recently held a St. Louis meeting to explore the possibility of creating a master contract proposal for the conference.

Invited to the meeting were representatives from the IBT National Warehouse Division and the Eastern, Western, and Southern Conference warehouse divisions. Several ideas were offered for consideration, according to Pete Saffo, Central Conference Warehouse Division chairman.

ored buildings, wiser highway use, and a hundred other methods is one of the perpetual approaches used by management to slice expenses.

An extensive study of physical distribution costs appeared recently in *Distribution Age*, an industry publication. The survey illustrated management's success in reducing costs at a time when expenses were steadily rising.

Determined by a system of ratios to net sales for physical distribution costs, the tabulation showed that in the food and food products industry, public warehousing expense dropped from 2.37 in 1960 to 1.89 in 1961. The same thing happened in the chemicals, petroleum, and rubber products in-

dustry where public warehousing costs fell from 1.55 to 1.09.

Simultaneously, the study revealed, total physical distribution expense ratios to net sales decreased from 26.20 in 1960 to 22.55 in 1961.

Those reductions were not flukes. They were made through careful corporate analysis and executed in a manner that has loosely come to be called "technological progress."

An innovation by Cunningham Drug Co., of Detroit provides a classic example of the kind of thing that is being done.

Cunningham had a problem. It wanted to hold down merchandise handling costs at the Cleveland warehouse of its subsidiary company doing business as Marshall Drug Co.

A thorough analysis convinced the company which way it should go. Cunningham then spent a lot of money outfitting its Detroit warehouse with the best in material handling equipment. Additionally, the Detroit warehouse exercised inventory control with an electronic data processing system that could not be duplicated at the Cleveland warehouse.

10 Minute Switch

Then Cunningham shut down the Cleveland warehouse and served the Marshall company directly from Detroit through a carefully planned use of long and short haul tractor rigs. Cunningham bought its own customized rigs to make the 170-mile Detroit-Cleveland run 6 days a week.

It takes a Cunningham rig about 4 hours from the Detroit warehouse before it reaches a certain exit on the Ohio Pike where an empty trailer waits. Ten minutes after the switch, the Detroit tractor is home-bound with the empty trailer, while the short haul rig is pulling the full load on into Cleveland.

Same operation—minus one warehouse.

Nearly a year ago, General President James R. Hoffa stressed the need for national warehouse contracts for the purpose of "equalization, organization, and economic action." Although he was discussing grocery chains at the time, his remarks applied to all phases of warehousing.

Hoffa, noting that companies are centralizing their warehousing operations with increased automation and more drop-off shipments, said management's long-range plans call for a master warehouse system in the center



of a 500-mile radius. Smaller warehouses, of course, would skeletonize or vanish.

Some of the uninformed public discounted the statement. They were unable to imagine a complex system such as that described by Hoffa. However, the physical facility already exists and the system may become a reality soon. If so, it would serve not just a 500-mile radius but an area the size of a slice of pie with the point at Salt Lake City and the fluted crust curving the length of the West Coast.

It's a government-owned property known as the Clearfield Naval Supply Depot. Located nearly 30 miles north of Salt Lake City, the depot shipped 4,000 carloads of supplies monthly at peak operation during World War II. It has almost 9 million square feet of covered storage—equal to 5 per cent of the total public warehouse space in the continental United States.

Awesome Dimensions

Clearfield's dimensions are awesome.

It covers an 825-acre area. It has 68 major buildings, each 200 x 600 feet—19 of them equipped with dehumidification equipment. There are another 20 large storage structures, and an additional 2 million square feet of prepared open storage area accessible by truck and rail.

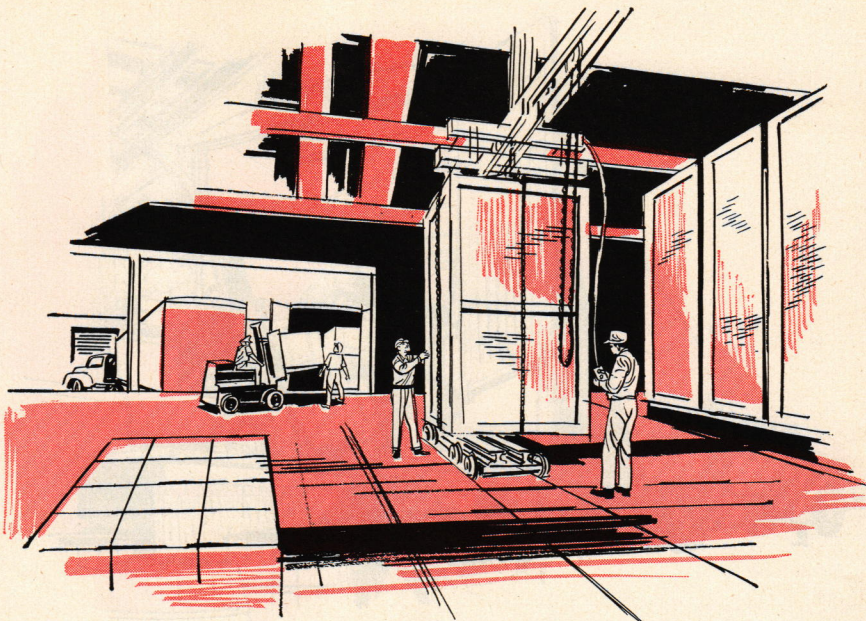
Clearfield has 26 miles of paved road and 38 miles of standard rail trackage. There is a 500-car rail classification yard and a roundhouse. Its heating, water, sewage, and power systems are more than adequate.

The depot's original cost in 1943 was \$37 million. Its current appraised value is \$65 million. Its estimated replacement cost is \$100 million.

No longer needed by the Navy Department, Clearfield is now in the process of being sold as surplus by the General Services Administration. The government will retain a small section of the depot to serve its own needs. Bids on the remaining parcels of the installation are scheduled to be opened in Denver this March 15th.

J. E. McNamara, Rocky Mountain regional director for the GSA, told *The International Teamster* that no bids had been received as of mid-January. However, he said there was plenty of interest up and down the coast, in Salt Lake City, and in Denver.

Utah warehousemen, of course, are afraid of what might happen if some sharp operator dominates the bidding



and picks up most of the parcels. He would be able immediately to undercut the cost of an estimated 9 million feet of storage in the industrial area around Salt Lake City.

Teamsters Union members similarly would be victims if the new Clearfield operator made the giant strides that could be expected in a quick campaign to become the hub for western distribution.

Clearfield, in other words, could be a super distribution operation dwarfing even the 500-mile complex projected months ago by General President Hoffa.

The depot is ideally located as a waypoint between the easterly centers of Chicago, Kansas City, Denver and

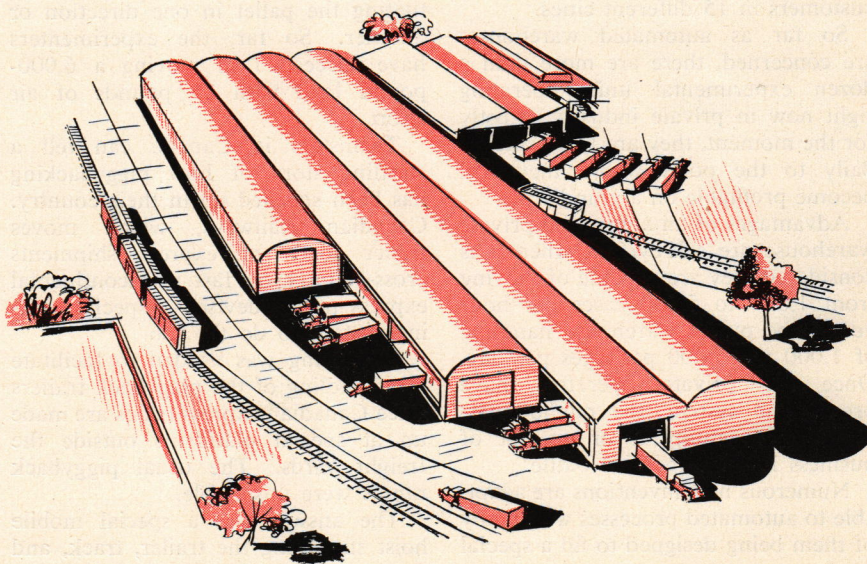
Cheyenne—and Seattle, Portland, San Francisco, Los Angeles, and San Diego. Ogden, Utah, only 12 miles from Clearfield, is the largest rail switching point between Chicago and the West Coast.

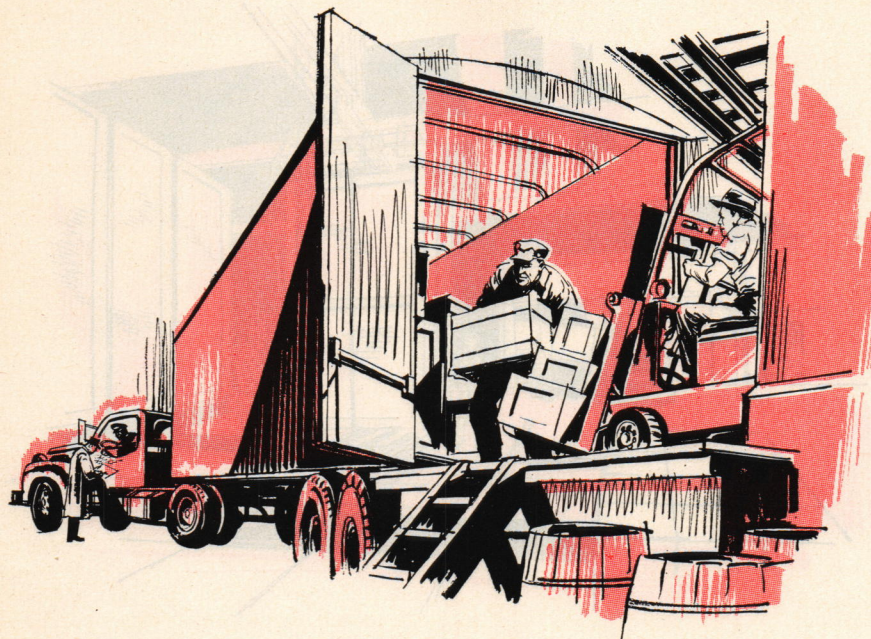
Once again the depot might digest and disgorge 4,000 carloads monthly as it did when funneling war material, and economic action."

Clyde E. Phelps, executive vice president of Associated Warehouses, Inc., recently answered the question: How close is the industry to completely automated warehouses?

He said:

"We are still a long way off—probably 10 years—I am very certain that it is definitely coming as a part





of materials handling operations in the public warehouse within 10 years."

The reasons Phelps did not specify a certain type of warehouse was his awareness of new kinds of distribution centers now in the experimental stage which will lend themselves to automation when the wrinkles are flattened.

Palletized food products on a 40 x 48 pallet, for example, are being shipped from a public warehouse in compartmentized cars with scheduled time deliveries for arrival at the customer's loading dock. The service cuts an estimated 20 man hours from the labor operation. The same thing is being done with mixed commodities on a scheduled time delivery basis to customers in 15 different cities.

So far as automated warehouses are concerned, there are more than a dozen experimental units operating right now in private industry. Costly for the moment, they are being altered daily to the point where they will become profitable on a grand scale.

Advantages of an automated private warehouse are self-evident when it is considered they are capable of moving from 1,000 to 5,000 cases per hour versus the public warehouse handling of 1,000 to 15,000 packages per day. Once the private operators have proven the system, the public operators must acquire it or go out of business in a competitive battle.

Numerous new inventions are adaptable to automated processes with many of them being designed to fill a special need.

An example is a new refrigerated trailer fitted with rails in the roof. To pick up beef at a packing plant, the trailer merely back to matching rails inside the plant. The beef rolls down directly from plant to trailer with a minimum of handling.

A short item on pallet handling by air appeared in the May, 1962, issue of *The International Teamster*. At least 2 companies are working on different systems using the air cushion principle for moving material.

In one system, air is piped through the pallet, shoots downward, and lifts a load an inch above the floor. In the other system, air is piped through small apertures in the floor with sensitive air valves beneath the floor actuating the pallet in one direction or another. So far, the experimenters have succeeded in moving a 6,000-pound load with 25 pounds of air effort.

Teamsters in Canada can tell a startling story of how piggybacking has been speeded up in their country. Canadian Railways, which moves trailer loads of express shipments cross-country on fast transcontinental express trains, devised a special loading system to do the job.

Something was needed to facilitate fast handling of the piggyback trailers since Canadian express trains are made up at special platforms outside the freight yards. The usual piggyback ramps were unsuitable.

The answer was a special mobile hoist straddling the trailer, track, and flatcar. The hoist, equipped with four

grab arms, gets the job done in 20 minutes. It takes about the same amount of time to unload the trailer at its destination.

The impact of the mobile hoist combined with advanced containerization and selective rate cutting could help rearrange the public warehousing map in the U.S.

The importance of distribution costs is just beginning to be comprehended by many companies. R. E. Pierson of U.S. Rubber Co.—which has a Distribution Analysis Department—commented early this year:

"It is our opinion that the formation of distribution departments will become more numerous because in many industries there is more money to be saved through improved distribution techniques than through any cost savings program in manufacturing or selling."

There are a lot of ways to cut distribution costs and high among them is improved freight handling methods. Santa Fe has built a new terminal in Kansas City, Kans., which illustrates what can be done.

Draglines, a communications system, and a 25-ton gantry crane are used to serve 113 freight cars and 231 trailer vans at the same time. The terminal accommodates carload, LCL, and piggyback shippers.

Techniques

The draglines run the length of the terminal. There are 7 rail tracks, including one lower than the others to handle refrigerated cars. One loop circles the rail dock, the other circles the truck dock. The loops can be joined by a switch so the freight can be moved to any location.

Two conveyors travel at 150 or 180 feet per minute. Pushers which engage the pins of the trucks are spaced at 15 feet, idler at 3-foot intervals. When a car or truck is unloaded, freight is transferred to a truck and is pushed to the nearest point on the conveyor. A pin is dropped into the floor and a chain, traveling beneath the floor, pulls the truck to a loading area.

Platform crews with portable speaker-receivers keep the waybill checkers informed about what's going on. The crane, of course, handles the heavier shipments.

Distribution techniques are expected to change—at the expense of warehousing time—as space-age food processing improves. Experts at Stanford Research Institute predicted recently:

Warehousing Evolution Spells Casualties

Under the headline, "Warehouse Shakeup," *The Wall Street Journal* of January 24, 1963, reported these astounding changes in the warehousing industry:

—General Foods Corp., which spends \$60 million annually on distribution, now operates 16 regional distribution centers after eliminating more than 100 warehouses in recent years.

—Borden Foods Co., by the end of 1962 had completed a nationwide network of 15 distribution centers replacing 136 warehouses.

—Whirlpool division of Radio Corp., of America has replaced 12 warehouses with 4 regional distribution centers.

—Raytheon Co., recently closed all 8 of its warehouses and now ships such products as TV tubes by air freight directly from a single distribution center at Westwood, Mass.

—Coleman Co.'s heating and air-conditioning division has cut its number of warehouses from 40 to 17 in the past 18 months.

—McCrory Corp., a variety store chain, is building a 750,000 square foot distribution center in York, Pa., to replace several warehouses.

—Great Southwest Warehouses in Dallas, Tex., plans to enlarge its 400,000 square foot distribution center to a 2.4 million square foot complex.

"As soon as dehydrated foods approach the original product in quality and cost, the food transportation and distribution picture will be entirely changed . . . From coastal cities, food products may be distributed through the continent by automatic, computer-controlled, rail transport systems."

Stanford's researchers were not talking about a lone, simple change. What they said about quality and cost for dehydrated foods could be predicted just as confidently about convenience and economy of new containerization methods; about truck fleets in continuous use; about the diminishing aspects of public warehousing particularly insofar as storage is opposed by distribution.

They were gazing into a transport crystal ball—visualizing a highly accelerated distribution system needed to meet the needs of an expanding population ever on the move. They also were intoning the slow death of too many current methods being pushed into obsolescence.

Affected Teamster members cannot ignore the challenge.

In some areas, new contracts with new language will have to be created to keep wages, hours, and conditions in step. In other sections, small warehouses that will be melted by the heat of a master complex three states away will not need employees. Neither will

they need locally-based long and short haul drivers and deliverymen.

The survival prospect for some local unions is dim. Other local unions will have an opportunity to grow, however sadly they may fill the vacuum left down the road by brothers who either must uproot themselves or leave the industry.

Only regional or national agreements, properly webbed to expand and contract painlessly with a flexing public warehousing industry, can help members walk through the fires of the future.

• Scabs Get Grabby

Members of Teamster Local 996 in Honolulu recently ended a strike at the Foremost Dairy with a 34½ cent wage increase and other improvements.

Unlike many strikes where the company tries to operate with scabs, this time there were company guards with dogs to "protect" the scabs. As the strike ended, however, the company was using the guards and dogs to protect itself against the scabs.

Among the articles the scabs were able to steal were adding machines, appliances, women's personal belongings, typewriters, and an electric fan—in addition to dairy products.

Goldwater Asks National 'Work' Statute

Senator Barry Goldwater, Arizona Republican and darling of the anti-labor set, has introduced a national 'right-to-work' law.

Goldwater's measure would outlaw the union shop in all states which did not pass specific legislation permitting that form of union security.

Currently, union shop is permissible in all states which do not specifically forbid it.

Calling his measure the "Labor Management Reform Act of 1963," the Goldwater proposal includes provisions which would make strike action subject to an approving vote conducted by the NLRB.

Another section requires labor unions to give 30-day notice to employers, union members, and NLRB prior to anticipated strike action.

After such notice, 30 per cent of the members, by petition to the NLRB could call for a secret ballot on whether or not to strike. A vote against the strike could then block the union from renewing the strike notice for 90 days, and no strike would be allowed in the interim.

Goldwater's bill would make it an unfair labor practice for a labor union which did not comply with these requirements and unions would be subject to injunctions under Section 10 (e) of Taft-Hartley as they are now in secondary boycott situations.

Any worker participating in a strike which did not adhere to all provisions of Goldwater's bill would be fired.

Also, the anti-union measure provides that members could complain to the Secretary of Labor when they feel their money is being used for purposes other than collective bargaining. At his own discretion the Secretary of Labor then could bring suit and petition the court to enjoin the labor union.

Throughout the Goldwater proposal runs the theme that a 30 per cent minority of workers in a collective bargaining unit could keep the local union in constant turmoil. The wishes of the 70 per cent would hinge on the disposition of the minority.



Rod Clay (third from left), Teamster organizer explains Teamster membership to these New York plant telephone workers after enthusiastically attending meeting on Coney Island. One thing was apparent—these workers are shopping, for a new union.



Typical of the huge crowds attending Teamster members is this group of CWA members at the Hotel Roosevelt in Manhattan.

New York Telephone Workers Bid For Militant Teamster Representation

The dictatorial methods of Communications Workers President Joe Beirne has stirred up a hornet's nest among 24,000 New York plant telephone workers who are clamoring for a voice in negotiations for a new agreement.

When Beirne maneuvered rank-and-file members from the bargaining committee and replaced them with staff people, the already vigorous movement among the plant employees to bolt the CWA and move over to the Teamsters became a raging surge.

Rank-and-file members of the negotiating team were demanding increases and benefits over and above the pattern settlement which Beirne was more than willing to settle for. When the rank-and-file members would not be quieted in their demands for a

good contract, Beirne maneuvered them off the committee.

Speaking of the movement of these telephone employees to move to the Teamsters, William Griffin, Teamster general organizer, stated:

"We have been enthusiastically received all over the state in meetings with these people. They were already tired of Beirne and his pattern settlements.

"Now that Beirne has kicked rank-and-file members off the negotiating team in an effort to get a contract acceptable to the company, these people are furious and rightfully so. They have seen the kind of democracy they have heard so much about, and their first hand look has disgusted them."

Teamster organizers are shooting for an early election to be conducted

by the National Labor Relations Board to give the 24,000 New York plant telephone workers the opportunity to cast off company unionism and take membership in the militant Teamsters.

In the meantime, Teamster organizers were still trying to fulfill the demand among the plant employees for meetings at which workers could explore Teamster membership.

Proof of interest cards calling for such an election are daily pouring into the New York office of the Communication Division of the Teamsters at 2 West 20th Street, New York, N.Y. Griffin commented that those who have not mailed authorization cards may still do so in order to lend their strength to the growing protest against the company unionism of CWA.

Teamster general Organizer William Griffin talks with telephone workers following a meeting in Manhattan. On the table is a stack of proof-of-interest cards signed by CWA members who attended the meeting.



Signing proof-of-interest cards are these New York telephone plant employees in Brooklyn following a meeting with Teamster organizers. "CWA must go," was the chant of the workers as they crowded up to sign the cards.



1962 U. S. Sports Car Champ

BELIEVE it or not, a Teamsters Union member once fired for running his gasoline delivery route too slowly won the 1962 United States Sports Car championship in the "C" modified and over 2-litre classes.

He was Bill Boldt, a former member of Local 986 in Los Angeles and now belonging to Local 692 of Long Beach, Calif. His racing feats earned him a plaque and a cash award—although the cash award was nothing like the \$5,000 in back pay he got once when Local 986 went to bat for him after he was fired on a slow-delivery complaint and then rehired following settlement of the grievance.

Boldt has a long record of fast driving. He began in midget car racing and then switched to stocks. In 1949 and 1950, he won the Wisconsin stock car championships. Then he came to California in 1951, racing there and in Arizona with modified and convertible stocks.

During the latter period, he had occasion to drive the Pomona and Riverside courses, liked them, and decided to give sports car racing a try. It's a field where poor rich boys often compete, but Boldt had many friends in the racing fraternity and they helped him acquire a 12-year-old Indianapolis Kurtis chassis.

The Teamster stripped the chassis down and built it into one of the autos euphemistically termed sports cars. It took him 2 weeks to remake and fiberglass an old shell to fit the Indianapolis chassis. Every part, including air scoops for the rear brakes, was handmade and handfitted.

Power was the major concern. Boldt picked up a special 1962 factory Pontiac racing engine with 4-speed transmission and built a special rear end containing parts from Lincolns, Buicks, and Pontiacs. A Chevrolet positraction was machined to fit with the renegade differential.

Boldt then applied for permission to race with the United States Sports Car Club which sanctions the Indianapolis race. His car was classed as a modified, special sports car and the 7015 cc engine was placed in the hottest "C" class modification.

Then came the track test. Boldt

entered his first sports car race at Las Vegas last April and was given last position because he was a novice. He rounded the first turn in the lead after a standing start—but lost the lead to another car which finally spun out on the last lap. Boldt won the race. The next day, Boldt was trailing the same car again when his transmission blew up with a couple of laps to go.

He rebuilt the transmission in time to enter the Pomona sports car races in July. Again the transmission blew up in a practice run and Boldt missed the first day of racing.

A few hours and some hasty repairs later, Boldt was given the last-place position in the next day's race. He won first in his class and gained enough points to get third overall, even though he only ran in 1 of the 2 races on which points were awarded.

Next the Teamster member, encouraged by his brother members, entered the biggest race of the year—the Grand Prix in Pomona. The transmission trouble returned, however, as Boldt's car "blew up" in a qualifying run.

Luck was present, however, and Boldt got a set of special, heavy duty gears air-expressed in the next morn-

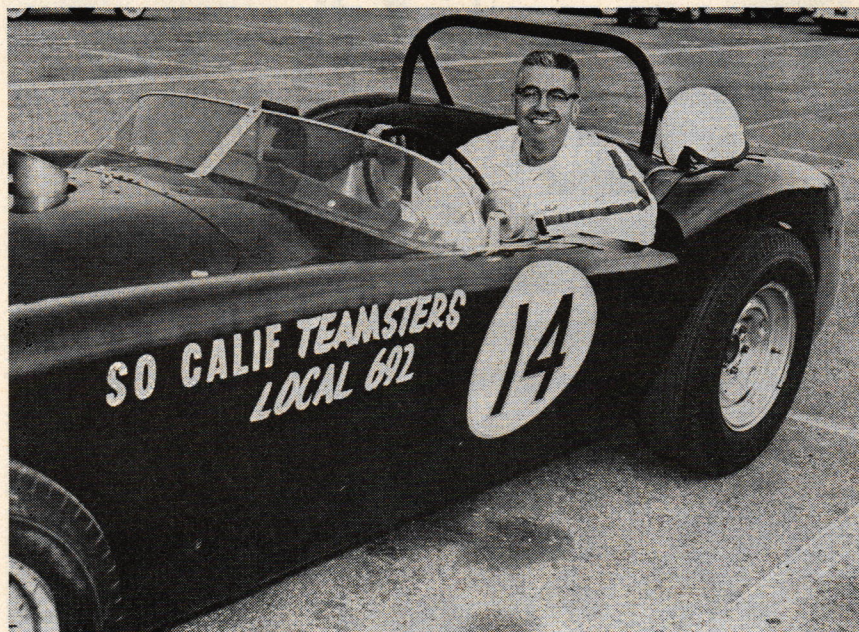
ing and was ready in time to compete with 57 of the finest, specially-built cars manned by top drivers in the nation. Boldt's car was the only homemade entry in the bunch.

He won the lead both days and captured both races, giving him enough points for the championship in the "C" modified and overall 2 litres.

The other sports car drivers were dumbfounded, of course. They couldn't understand how Boldt's ancient chassis—the car that is—could win because it weighed almost twice as much as its sleek opposition.

Boldt attributed the championship to the fact that even though his car had none of the modern refinements of the newer, more expensive racers, he won because of the powerful engine that developed terrific torque, hard work, and body ballast "going from his posterior directly into his right foot."

The Teamster's next goal is to enter Colorado's Pike's Peak run in July and win the gruelling uphill grind. If Boldt continues his pattern, the opposing drivers with their high-priced pretty cars had better look to their laurels.



Bill Boldt, a member of Teamster Local 692, won the 1962 United States Sports Car championship in his class with this homemade "monster." Boldt once was fired for running his gasoline delivery route too slowly.

New Frontier's 3rd Year Job Picture Looks Worse

Liberal sprinkled with the word "seasonal" and dashed with a bit of mystery, the government's most recent job report included a promise of heavier unemployment in the third year of the New Frontier.

United Press International quoted Harold Goldstein, assistant commissioner for Manpower and Employment statistics:

"If the *seasonally* adjusted rate remains at about 5.6 per cent (December's figure) as expected for the next 6 months, unemployment in January will climb to 4.5 million, to 4.6 million in February, drop to 4.5 million in March, go down to 4 million in April, to 3.8 million in May, and then climb back to 4.6 million when students enter the market again."

It was pointed out in the UPI story that the Kennedy Administration very early set a goal of reducing the nation's unemployment rate to 4 per cent by 1963. Overlooking the fact

of failure, UPI added curiously: "But they now apparently have little or no hope of achieving this."

The Associated Press added to the mystery by running a short story before the December statistics were released, saying that the government expected to announce a jobless total of 4 million. It turned out to be 3.8 million.

The next surprise was that Seymour Wolfbein, the bureaucrat who usually makes public the statistics, apparently was benched from the touch football team. Goldstein took Wolfbein's place under a new release system involving a panel of "experts."

The Labor Department's final statistics at the end of 1963 were:

—A total labor force of 74.1 million (including armed forces).

—A total employment of 67.6 million (non-farm 63.5 million).

—A total long-term unemployed of 1 million.

Slow Gains

Only thirty-nine per cent of the families contacted in a recent survey by the University of Michigan said their incomes now are higher than they were a year ago.

• Banner Contract

Wage adjustments ranging from 37½ cents to 47 cents over a 3-year period—including immediate increases from 17½ to 27 cents an hour—were gained by Teamster Local 688 recently in a new contract with Banner Hardware Co., in St. Louis.

Edward C. Brown, business agent in charge of the negotiations, said additional 10-cent increases will go into effect Dec. 1, 1963, and Dec. 1, 1964. Nearly 50 employees enjoyed the gain.

Other improvements in the Banner contract included an 8th holiday, 12 days' sick leave, and new classifications providing for cost-of-living increases, the Labor Health Institute plan, and an insurance and welfare clause to take effect next December.

• Correction

In a story appearing in the January issue of *The International Teamster* regarding a new contract between Teamster Locals 730 and 639 and the Washington (D.C.) Wholesale Grocery Co., it should have read that additional 10-cent pay increases go into effect Nov. 1, 1963, and Nov. 1, 1964.

• Initial Agreements

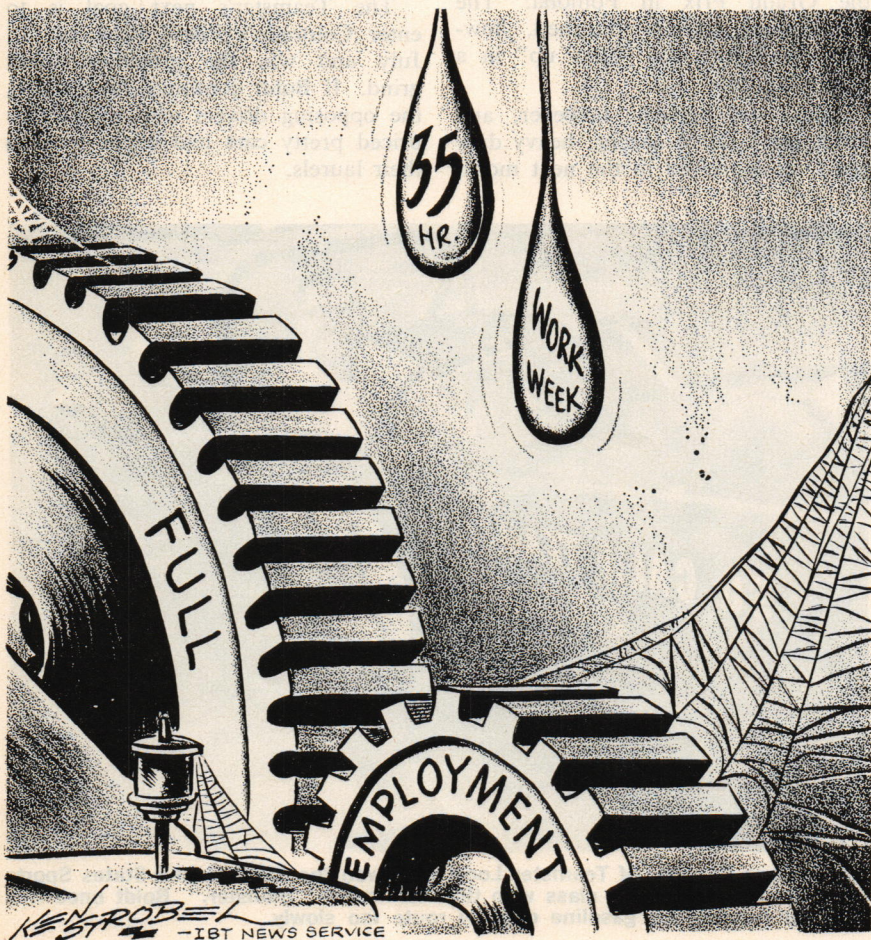
Teamster Local 135 in Indianapolis, Ind., recently completed contract negotiations with 3 newly organized employers.

At Brooklyn, Ind., production and maintenance employees at the Haydite division of Hydraulic Press Brick Co., gained wage increases bringing them to a high of \$2.75 an hour in the first year.

Road drivers at Midland Cut Stone Co., received a guarantee of 25 per cent of gross hauling charges plus \$8 for stop-over charges.

Drivers employed by Standard Materials at stone and gravel pits in Meamora and New Trinton gained first increases to a high of \$2.36 per hour depending on the type of equipment.

All the contracts included wage increases in succeeding years along with improved vacation scheduling, and other fringe benefits.



Trucking Association Opposes JFK's Transportation Proposals

The International Brotherhood of Teamsters has several times gone on record as unequivocally opposed to the Administration's proposed transportation act.

In the last issue of the *International Teamster*, Sidney Zagri, legislative director for the Teamsters, stated that if the President's proposed Transportation Act were enacted into law in its present form, the law of the jungle would prevail in the transportation industry.

The American Trucking Association, in a recent pamphlet called "JFK's Transportation Message—The Trucking Industry's Position," has outlined its opposition to President Kennedy's proposals, and has accused the railroads of trying to exploit the discriminatory provisions of the proposals.

Said the ATA pamphlet:

"Early in August of 1961, the President instructed the Secretary of Commerce to submit recommendations for improving conditions in the transportation industry.

"In turn, the Secretary of Commerce called upon the industry and other interested parties to give him their recommendations.

"They did, and there was heartening agreement among regulated carriers of all kinds—rail, truck and water—that exemption from regulation of some carriers in the movement of bulk commodities and agricultural products was damaging to all common carriers, and that such exemptions should be eliminated or tightened.

"The recommendations submitted to the White House by the Department of Commerce never were made public. However, speeches made at the time by high-ranking officials of the Department were very encouraging. They strongly indicated a position in favor of eliminating or tightening the exemptions and to "put an end to damaging rate-cutting."

Whatever they were, the confidential proposals of the Department of Commerce were bounced around and picked apart by other Administration officials and advisors.

Finally, on April 5, 1962, the President sent a message to Congress

embracing the Administration's transportation recommendations, and dealing with a variety of problems.

By far the most important were the proposals for dealing with the existing exemptions applicable to bulk commodities and agricultural products.

Exemptions Detrimental

The message recognized that the exemptions were a distinct detriment to the health of the regulated transportation system of the United States. It suggested two ways to remove this inequity.

One is the way that was recommended to the Department of Commerce by all forms of transportation, and that is by eliminating or tightening up the existing exemptions.

The trucking industry still is completely in support of this approach. We submit that it is the *only sound approach* and would go a long way toward improving and stabilizing the transportation business.

This approach unfortunately, was given "second billing" in the White House message.

Top billing went to the opposite approach—extend to all regulated carriers the same exemption now applicable to bulk commodities moved by water and agricultural commodities moved by truck.

To this approach, the trucking industry is unequivocally opposed. It would extend the present isolated evils throughout the transportation industry. It would seek to make a right out of two wrongs and lead inevitably to disaster.

In proposing to "extend" the existing exemptions throughout the transportation industry, the message suggested that this be accomplished by stripping the Interstate Commerce Commission of its long-standing and vital power to determine the reasonableness of minimum rates on bulk commodities and agricultural products.

Combined, these commodities constitute a large part of all freight movement—70 per cent in the case of railroads. Moreover, railroad spokesmen openly have admitted that their objective is elimination of minimum rate regulation on ALL freight.

Senator McClellan Doesn't Read News

Three headlines and a senator's anguished cry on the floor of Congress tell an interesting side story related to the recent maritime strike.

The three headlines all appeared in the same edition of the Miami (Fla.) *Herald* for Jan. 16. They were:

"Kennedy May Take Action in Paralyzing Dock Strike." The self-explanatory headline appeared over a lengthy story on page 2 of the first section.

On page 5 of the third section, there was the headline: "55,000 Cuban Refugees Resettled from Miami." The story told how southern Florida's problem of what to do with Cuban refugees had been solved by relocating the refugees from Florida to Maine to Hawaii—every state except Alaska.

Stuck far back in the classified ad section was the third story: "Cubans Unload Bananas Here (Miami)." The story told how refugee Cuban longshoremen, working as scabs, unloaded 14,000 boxes of bananas from a Norwegian freighter. The same thing was happening northward in Savannah, Ga.

On the same day in Congress, Sen. John McClellan (D-Ark.) was explaining why he introduced S. 288—a bill to prohibit strikes by employees in "certain strategic defense facilities."

Said McClellan: "Bananas are becoming increasingly scarce."

No one should be misled by railroad talk about "equality." True equality can only be achieved by removing or tightening the existing exemptions.

White House Warning

In the good name of "equality," the railroads actually are making a bold bid for complete freedom to fix their rates at any level they think necessary to destroy their competitors, without any interference from the ICC. That's the issue, pure and simple.

The White House message clearly recognized that removal of the ICC's minimum rate power could lead to destructive competition, discrimination, rate wars and other monopolistic practices.

Therefore, the President stated: "To prevent the absence of minimum rate regulation . . . from resulting in predatory, discriminatory trade practices or rate wars reflecting monopolistic ambitions rather than true efficiency,

the Congress should make certain that such practices by carriers freed from minimum rate regulations would be covered by existing laws against monopoly and predatory trade practices."

This admonition is being ignored by the railroads. They are seeking legislation which would destroy the ICC's minimum rate power, but would not apply in its place the existing antitrust laws that apply to other business.

The legislation proposed in the 1962 session of Congress did not keep faith with the President's message. While eliminating the ICC's minimum rate power, the bills (H.R. 11583 and S. 3243) would have substituted only a small portion of the general antitrust laws that apply to business as a whole.

The railroads were exempted from most of the antitrust laws because they already were under ICC regulations—no other reason. If the ICC is deprived of its most vital power,

simple logic demands that the antitrust laws must be substituted.

Want No Antitrust

The 1962 bills did provide that operations from which minimum rate regulation was removed no longer would be exempt from the antitrust prohibitions against collective rate making or "price fixing." The rails are making an effort to remove even this small portion of the antitrust laws. They are making a determined effort to have it removed before the legislation is re-introduced at the 1963 session of Congress.

If the railroads succeed in removing even this small part of the antitrust laws they would be just as free of the antitrust laws as they are today.

The issue is not "equality." It is not regulation vs. de-regulation.

The real issue is, *What kind of regulations?*

Interstate Commerce Act or Antitrust Laws?

Department of Justice or Interstate Commerce Commission?

Trucking Industry Position

The trucking industry firmly believes the Interstate Commerce Act, especially designed by Congress to regulate and coordinate transportation, is far better. We believe the ICC, thoroughly experienced in the transportation field, is far better.

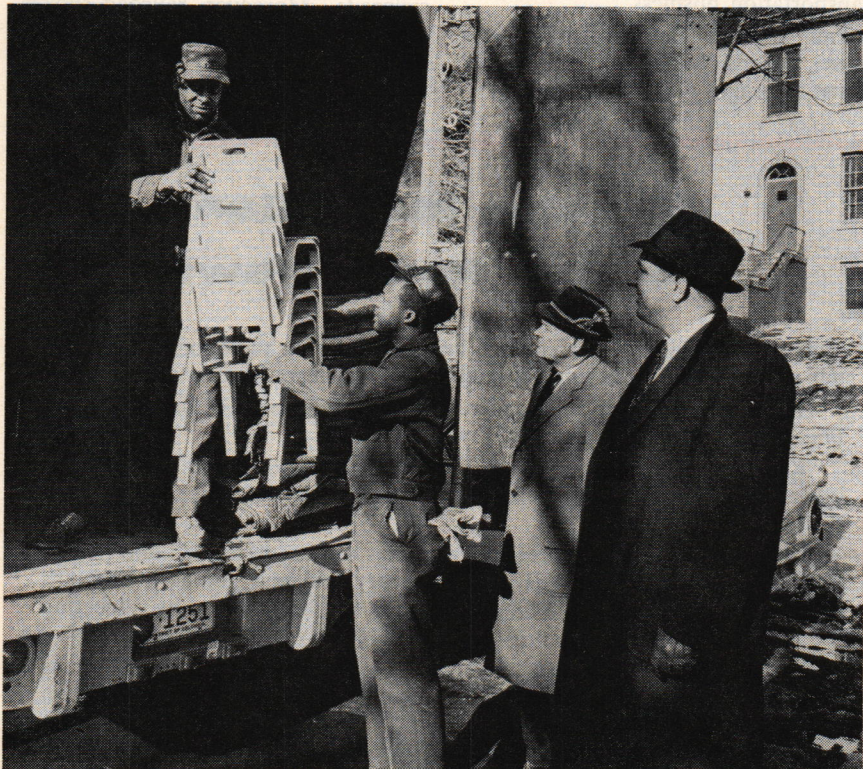
The trucking industry does not want to be removed from ICC minimum rate regulation. We are opposed to the railroads being removed from such regulation—unequivocally and to the bitter end.

If the railroads persist in seeking exemption for themselves from ICC minimum rate regulation, then *all* of the antitrust laws should be made fully applicable to the railroads, including a provision to permit parties threatened with injury to file injunction suits. The time to stop predatory, discriminatory and monopolistic practices is *before* they happen—not on a "post mortem" basis *after* the damage is done.

Despite repeated rebuffs, once more we offer the railroads our full cooperation in a sincere and determined effort to apply minimum rate regulation those areas now exempted.

At the same time, we pledge vigorous and unswerving opposition to any *removal* of minimum date regulation.

Teamsters Aid Social Workers



Contributing time and muscle recently to moving Southeast Neighborhood House, a charitable institution doing social work in Washington, D.C., to a new location were these members of Teamster Local 639 (left to right): Timmy Davis, Walter Barry, Luther P. McCoy, secretary-treasurer of Local 639; and Business Agent Jim Mills. Southeast Neighborhood House, affiliated with United Fund, was established in 1929. A projected highway necessitated razing the structure which was built in 1800. The organization asked for help; Local 639 responded with volunteers.

Unions' Record Discounts Need For Restrictive Labor Statutes

.99992 of the organized labor movement is pure according to the U.S. Department of Labor.

A summary of operations released in January by the Bureau of Labor-Management Reports for the fiscal year 1962 showed that 250,000 reports were filed by 52,237 labor organizations, 782 labor relations consultants, 623 employers, and 393 individual officers and employees.

Altogether, the bureau conducted 5,408 investigations based upon inconsistencies appearing in the reports. Of the total, 96 per cent were found to be technical or without criminal intent, and but ½ of 1 per cent of the alleged violations were fully prosecuted.

The summary, signed by Labor Secretary W. Willard Wirtz and BLMR Commissioner John L. Holcombe, stated there were 43 criminal actions taken against members of 33 different national and international union affiliations. The result was 20 convictions.

For some reason, the summary exercised discrimination shamelessly by listing the details of 6 Teamster cases of criminal action — but neglected to list the details of the other 37 criminal actions. There were only 2 Teamster convictions.

The remainder of the report presented some other interesting figures such as the fact that legal action was taken by the bureau in only 15 cases of inadequate reporting—2,278 cases were closed, there was voluntary compliance in another 1,448 cases, and 775 cases were not actionable.

In the matter of illegal election procedures, legal action was taken in only 9 of 158 alleged violations. Voluntary compliance wrapped up 38 cases, 126 cases were closed, and 79 were not actionable.

There were 576 alleged violations breaching fiduciary responsibilities but only 48 were actionable. Of the rest, 274 were closed, 205 were not actionable, and 21 were cleared by voluntary compliance.

No legal action was taken regarding illegal loans or trusteeships or inadequate bonding of union officers.

There were 4 alleged violations of bribery and extortionate picketing. No

legal action was taken; 3 cases were tossed out immediately.

There was only 1 alleged violation of illegal discipline of union members and it was not actionable. There were only 3 legal actions resulting from 46 alleged violations of ineligible persons holding union office.

Finally, only 1 legal action resulted from 51 alleged violations of depriva-

tions of members' rights through violence; 37 of the cases were not actionable from the start.

Taking everything into consideration, the record as reported by Wirtz, Holcombe, *et al*, more or less put the lie to the labor haters who fought so viciously to enact the Landrum-Griffin Act in the name of saving the nation from "rotten" unionism.

Teamster Help for Santa Claus



It usually takes Santa Claus some time to get back to the North Pole, get his pictures developed, and send them back to The International Teamster. Here he is, however, 400-pound Les Helms, business agent from Teamster Local 221 in Minneapolis, shown with his granddaughters, Sabrina (left) and Karrin Guenther. Helms has a heavier schedule each year and is aided by Teamsters Joint Council 32 which helps the local hefty Santa distribute food baskets for needy families each Christmas.



FROM *the* FIELD

Heart Attack Kills Dowler

Winton F. Dowler, president and business agent of Teamster Local 186 in Santa Barbara, Calif., for the past 10 years, died recently after a series of heart attacks.

Dowler, more popularly known as "Lanky," had been a member of the IBT since 1937.

Idaho Teamster Retires Post

Art Galipeau, secretary-treasurer of Teamster Local 551 in Lewiston, Idaho, retired recently.

A veteran Teamster official on the Northern Idaho scene, Galipeau plans to take things easy at his home in Coeur d'Alene.

Milo V. Rash Dies in Ogden

Milo V. Rash, secretary-treasurer of Teamster Local 976 in Ogden, Utah, for the past 11 years, suffered a fatal heart attack in late December.

A native of Oklahoma, Rash had worked as business agent for Teamster Joint Council 42 in Los Angeles, and as business agent for Teamster local unions in Salt Lake City, Pocatello, Idaho Falls, and Boise.

Local 976's executive board appointed William M. Master to complete Rash's term of office.

Heart Attack Kills Leo Kell

Leo J. Kell, secretary-treasurer of Teamster Local 923 in Oakland, Calif., died of a heart attack recently.

Kell had served in the job since

1959. He had been a member 15 years.

The Local 923 executive board named Herbert H. Scott to complete the term of office.

'Driver of Year' In Local 75

The Wisconsin Truckers Safety Council recently named Alvin E. Tilly, a member of Teamster Local 75 in Green Bay, Wis., the state's "Driver of the Year 1962."

Tilly, a driver since 1936 and a member of Local 75 since 1957, has logged more than 1.5 million miles of safe driving in petroleum tank truck operations in northern Wisconsin and Upper Michigan.

The Local 75 member was cited for the highest standards of safety, courtesy, and dependability.

Pro Tackle Prods Truck

It's a matter of debate which part of the year Gordon Holz works hardest.

At least 5 months he's working as a 270-pound tackle for the Denver Broncos professional football team.

In the off-season, Holz is a 270-pound member of Teamster Local 120 in St. Paul, Minn., where he works for a freighting company.

Panther Kills Local 481 Man

James Tuttle, a member of Teamster Local 481 in San Diego, Calif., and keeper at the San Diego zoo, died recently when attacked by a panther.

Augie Campos, a fellow member,

tried to save Tuttle's life. He grabbed a bamboo pole and poked the snarling panther away from Tuttle's body and into another cage. Tuttle died on the way to the hospital.

Zoo officials were unable to understand how the attack occurred although a teenage witness said the panther leaped on Tuttle's back during feeding.

One theory was that Tuttle pulled the wrong lever and allowed the black cat to pass from its sleeping and feeding quarters into a safety cage from which attendants normally serve raw meat.

Tuttle had just placed a meal of fresh horse meat in the cage when the panther leaped upon him. The cat was destroyed later.

The zoo veterinarian said that oddly enough the panther was a favorite of Tuttle's. The keeper treated the animal almost like a pet.

Tuttle was described as a dedicated and normally cautious attendant. The panther was termed the "spookiest animal in the zoo by far."

IBT Samaritan Re-Hospitalized

As January came to a close, Brother Charles Moorehouse of Teamster Local 85 in San Francisco was being readmitted to a hospital for further treatment of injuries suffered a year ago when he tried to aid a woman and child injured in an accident.

Moorehouse has not worked since the accident in San Bruno, Calif., 12 months ago. He was struck down when a driver failed to heed his frantic signals at a crosswalk where Mrs. Mary Smith and her 18-month-old daughter were lying injured after being hit by an auto.

Moorehouse was driving his pickup truck when he saw the mother and daughter prone and without protection from the traffic. Moorehouse stopped the truck and tried to organize bystanders to get the accident victims off the highway while he directed traffic around the zone.

The Teamster received a head injury and his left leg was fractured in 7 places when hit by a second car. He also suffered a back injury for which he was readmitted Jan. 28.

The mother and child who were being helped by Moorehouse were less seriously injured although they required hospitalization.

Moorehouse, a driver for a drayage company at the San Francisco airport, has been a member of Local 85 since January, 1951.

WHAT'S NEW?

Test Air Filter Without Lights, Motors

Neither lights or electric motors are required to quickly and accurately measure air flow restriction with a new air filter tester that creates a vacuum inside the air filter to pull air through the element. Powered by compressed air, it duplicates over-the-road operating conditions to show how filter performs on the engine. Operating on air pressure as low as 40 lb, the tester has an easy-to-read dial that accurately indicates amount of air flow through the element.

Insulating Foam Tape With Adhesive Backing

There is an insulating foam tape that has a pressure-sensitized adhesive on one side, designed for use in thermal insulating, gasketing, parts packaging, sealing, shock resisting and weather stripping. This tape is flexible and adapts readily to both even and uneven surfaces.

• • •

Clear Windshields With Defrosting Gun

A handsome and useful chrome-plated gun-shaped device is now available that plugs into the cigarette lighter to defrost windshields and windows in seconds. There is no wait for the engine to warm up. The defrosting gun melts ice, snow and sleet without harm to either glass or paint.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 25 Louisiana Ave., Washington 1, D. C.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.

Ratchet Described As "Knuckle-Saving"

Scraped fingers while working over bolt ends and other obstructions can be eliminated with a knuckle-saving ratchet. With a capacity of $\frac{3}{8}$ -inch drive, this ratchet has a bent handle to provide knuckle clearance and eliminate need for short extensions. It has only $1\frac{1}{4}$ -in handle swing for use in close quarters.

• • •

Introduced Shields For Spark Plug Wires

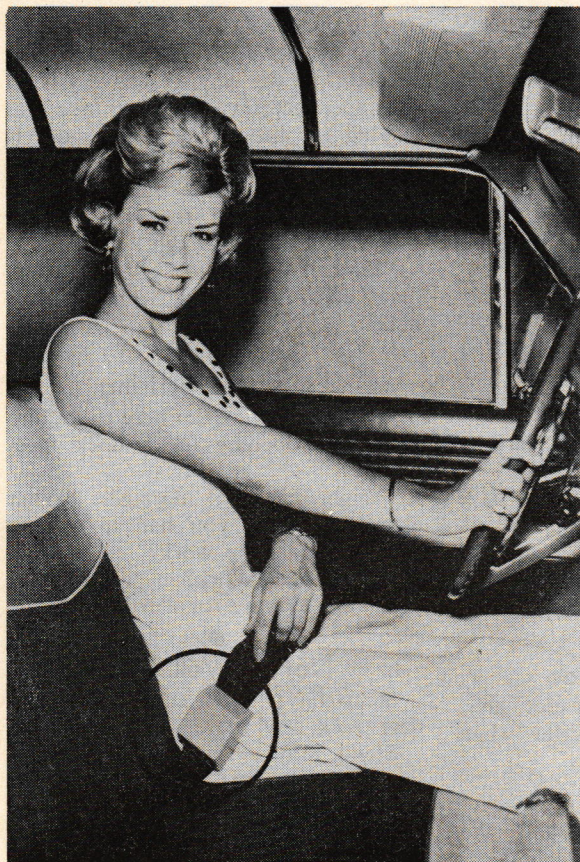
Shields for spark-plug wires are now available that provide an effective method of moisture- and weather-proofing the wires. Those molded, high-temperature plastic tubes just slip on over existing wires, regardless of the condition of the insulation. They extend from coil to distributor and from distributor cap towers to and over the first two ribs of each spark plug.

• • •

Provides Full Power From Generator

A new automatic device to protect against battery failures in cold weather is being marketed from Minnesota. It allows the full out-put of the generator to be transmitted directly to the battery, bypassing the voltage regulator. The generator temperature automatically controls the length of operation of the unit, which cuts in at 60 degrees F. and out at 90 degrees.

IS YOUR SEAT BELT FASTENED?

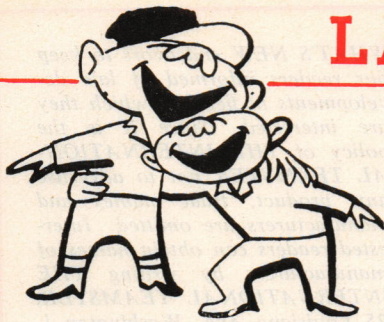


Safety factor of a seat belt is lost unless belt is fastened. New device makes sure it's secured.

Every member of your family, employers whose executives or sales personnel drive consistently, can now cross one worry off their mind. The secret is an ingenious device which makes it impossible to start your car until seat belt is fastened securely.

The device, covered by U.S. patent pending, is remarkably simple: When the seat belt is tightened, the pressure trips a safety mechanism inside, which in turn, "unlock" the car's starter solenoid. Unless the seat belt is snugly fastened, as it should be for maximum safety, the car cannot be started.

However, after the auto is started, the REMINDER will not interfere with the operation of the car, engine or accessories.



LAUGH LOAD

Wired

A Washington bureaucrat, who had served several administrations and had gone through many investigations, had just moved into new quarters.

"It's one of those old houses," he told a friend, "that probably would fall apart if it wasn't held together by phone-tap wiring."

Just Careless

City Dispatcher: "Did you have any trouble getting home from the party last night?"

City Delivery Driver: "Not a bit . . . until I turned down my street and some dope stepped on my fingers!"

And Make It Snappy

The kids were playing "cowboy" when one ostentatiously swaggered up to a big empty packing case labeled "The Last Chance Saloon," pounded on the "bar" and said, "Gimme a rye."

Another kid, far younger, was not to be outdone. He jammed his gun in his holster and pounded on the "bar," too. "And give me whole wheat," he said.

Both Won

Catty Cora: "Do you know two men once fought a duel over me, with pistols, to see who'd get me?"

Safety Sadie: "What happened?"

Catty Cora: "One got me in the leg and the other got me in the arm!"

Okay, I Promise

When Timid Timothy took his new girl out on their first date, he bravely decided to cruise out to lovers' lane. After they'd parked and looked at the stars awhile, he said shyly, "May I kiss you?"

There was no answer.

"Would you mind very much if I kissed you?" he pleaded.

"For goodness' sake," said the girl, "what do you want me to do . . . promise not to bite?"

Conscientious

Dock Foreman: "Simpson, how come you only load one carton at a time into that van, when the other men take two at once?"

Freight Loader: "I guess they're just too lazy to make two trips with them, the way I do!"

What It All Means

Some old-timers in official Washington have brought their own private glossary of bureaucratic lingo up to date for the benefit of newcomers, according to a usually reliable source, the *New York Times*. It goes like this:

A Program—Any assignment that cannot be completed by one telephone call.

Note and initial—Let's spread the responsibility for this.

Point up the issue—Expand one page to fifteen.

Research work—Looking for the guy who moved the file.

We are aware of it—We hoped the fool who started it would have forgotten it by now.

Under consideration—Never heard of it.

Under active consideration—We are looking in the files for it.

We are making a survey—We need more time to think of an answer.

Statistician—One who draws a mathematically precise line from an unwarranted assumption to a foregone conclusion.

Expert—A person who avoids small errors as he swoops toward the grand fallacy.

Do Something About It

Carburetor Specialist: "I haven't had a beer in over two months."

Ignition Specialist: "Neither have I, pal. But maybe we'd better knock on wood!"

Carburetor Specialist: "That's a good idea! Let's go pound on a bar!"

Horse Sense, Too

Lucky Louie, the yard hostler, says, "Horsepower was a lot safer when only horses had it!"

What It Deserves

Weavin' Willie says, "A hangover is something that happens to a head that wasn't used the night before!"

Inappropriate

A woman passenger was taken on a tour of inspection by the ship's captain during an Atlantic crossing. When she was escorted into a compartment in which there were stored several boxes of skyrockets, she asked what those were for.

"To send up in case the ship is in distress," said the captain.

"Well," remarked the woman, "I don't think that's any time for a celebration."

Cure

"I notice that the Bowles seem to be getting along much better these days."

"Yes, ever since he went home this summer and saw the girl he was in love with 20 years ago."

Had Me Worried

Steno May: "Well honey, what do you think of the new boy you dated last night?"

Steno Fay: "Not much, I guess."

Steno May: "Why . . . what's wrong with him?"

Steno Fay: "Well, I did have to slap him a couple of times . . . but only because I thought he was dead!"

Just Your Type

The maintenance superintendent was well on the way to recovery from an appendectomy. As his nurse was leaving for the night, she asked, "Is there anything else I can do for you before I turn out the light?"

"Well," smirked the super, "you didn't kiss me goodnight!"

"I'll call the janitor," she retorted. "He does the dirty work around here!"

False Advertising

Job Applicant: "I'm here to inquire about the opening for a dock foreman."

Freight Terminal Manager: "What experience have you had to qualify you to handle the work?"

Applicant: "Work? . . . I thought you were looking for a foreman!"

Not a Well Man

Steno Fay: "How come you won't date Jack any more?"

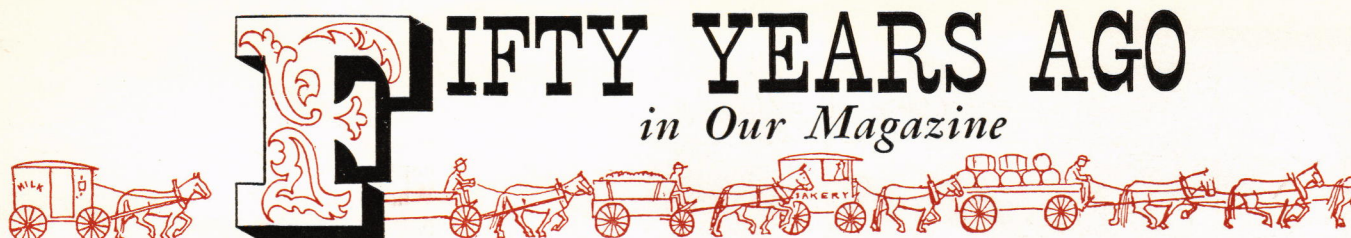
Steno May: "Last Saturday night we were all alone at my house and he turned out the light."

Steno Fay: "For goodness' sake, all boys do that!"

Steno May: "Just to see if their pipes are lit?"

FIFTY YEARS AGO

in Our Magazine



(From the February, 1913, issue of *The Teamster*)

Worth the Price

Strikes in modern labor history fail to match the raw emotions and bitterness that enflamed the antagonists in strike situations 50 years ago. Probably the only exception to this would be the Kohler strike of several years ago. Today the government or some fact-finding committee intervenes before things go too far. Although intervention of this sort sacrifices free collective bargaining to some extent, its benefits outweigh any danger it may impose on organized labor's freedom to bargain.

But 50 years ago, before organized labor was recognized as a force for good by an enlightened management, the warring parties were turned on each other like wild dogs, sometimes resulting in bloodshed and even death. A case in point was the truck drivers strike in Boston in 1907 that was described in the February, 1913, issue of our *Journal*. For sixteen weeks, our magazine reported, members of Truck Drivers Local 25 were the target of over 800 strikebreakers who had been imported by the large trucking concerns to run their teams. Among the ranks of strikebreakers, who were quartered on an old rat-infested steamship anchored in Boston harbor, were thugs, pickpockets and murderers. When the strike was finally over, General President Tobin had this comment to make which is as appropriate today as it was 50 years ago:

"The cost of the courts and the strike impoverished nearly all of the team owners taking part in the strike, and one of the biggest and best teaming concerns in the district, Mr. Aubrey Hilliard, was forced out of business. Nearly every one of the team owners lost nearly everything they had as a result of the strike, and it might have been averted if a little judgment was used on the part of those obstinate team owners who refused to conciliate or arbitrate.

"However, the expense and suffering was perhaps worth the price, because last December 1, when the local union notified the team owners that all drivers were requesting an increase of one dollar per week in wages, it took

the team owners but a very short time to decide that they had better grant the increase. They had learned a lesson they will never forget.

"Common sense and judgment this time prevailed, and there is no class or body of men who are better pleased to avoid a struggle or conflict with their employers than the membership of Local 25. Several of the members were sacrificed in the former struggle, but, like all great movements, the labor movement must have its sacrifices, and suffering must purchase the pleasure for future years," our general president commented on the bloody Boston strike and its aftermath.

Blokes in Black

The Ironworkers trial in Indianapolis was over and our general president devoted his lead editorial to some comments on the trial. From his report, the trial was carried out in a manner that would have made the wild west brand of justice of the vigilantes look as innocent as a Boy Scout wiener roast.

What the Ironworkers on trial did was never brought out in the editorial since we suppose everyone of the day was keeping abreast of this sensational trial. But the manner in which the trial was carried out brings to mind some other courtroom shenanigans of recent memory.

Apparently no one voiced any criticism of the trial while it was going on for fear of landing in jail for contempt of court. But now that it was over our late president was leveling both barrels at the principals. To protect any living relatives of the principals in this trial we will blank out the last names in the paragraphs from President Tobin's comments on the trial.

"The writer attended many sessions of the court during the progress of the trial for the purpose of obtaining what information it might be possible to obtain for his own benefit.

"It is almost impossible to describe the bitterness that existed against those men who were on trial. Allowing they were guilty, we had a right to believe and expect that they would be treated as men until the jury returned their verdict, but instead they were treated with bitterness and contempt

during the trial by Mr. _____, the district attorney, and Judge _____, who presided over the court, and the defendants were more powerless than a Russian slave appearing before the Czar.

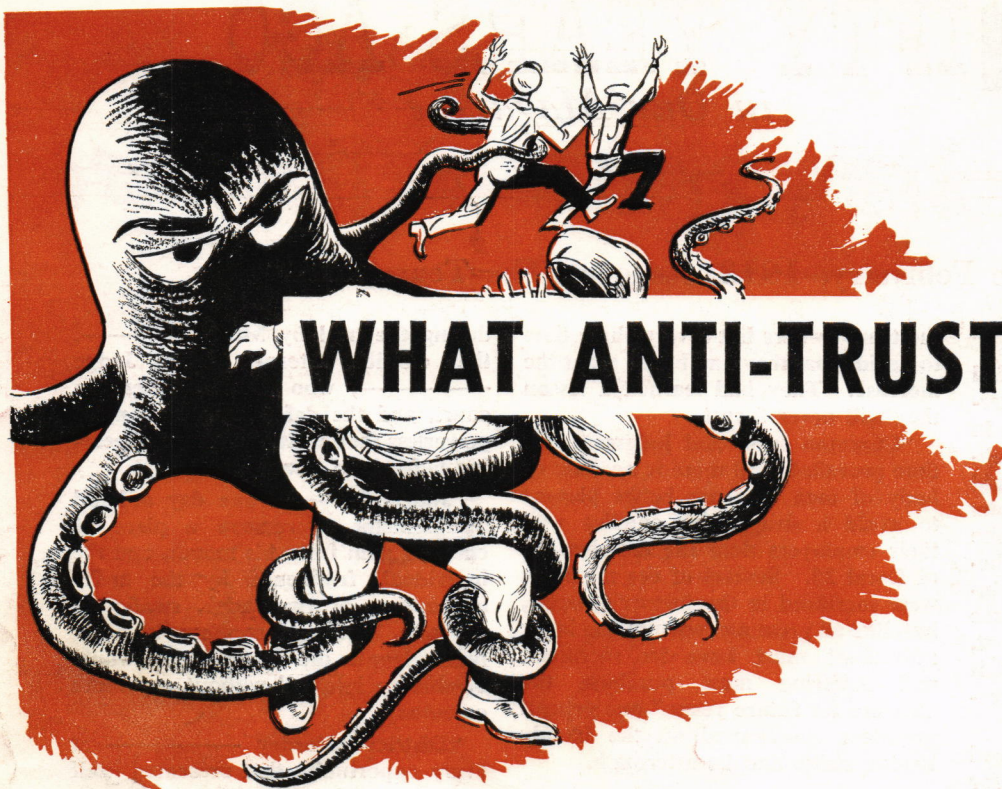
"Judge _____ one day ordered a defendant to remove a piece of chewing gum from his mouth, and the individual, frightened by the awful appearance of the Judge, swallowed the gum, because, I suppose, he knew that unless he did something he would be thrown into jail without any more ceremony.

"District Attorney _____ at every opportunity that presented itself made a speech to the Court, using unlimited time, and bringing up the Los Angeles explosion and the many dynamiting affairs that took place throughout the country.

"Perhaps he had a right to do this. We noticed only the Judge allowed Mr. _____ almost unchecked, unlimited, unbridled privilege to insult the defendants and their representatives at every opportunity that presented itself, while, on the contrary, the lawyers for the defense were checked up immediately on some pretense or another if they endeavored to insert some statement that was not strictly in accordance with the law.

"This is what we noticed and this is the condition that has made men think that those men were found guilty before they went to trial, and since the men have been sentenced and the trial is over, we still see in the press long stories telling of the deplorable condition that would exist were those men allowed to go unpunished, and praising District Attorney _____ and Judge _____ for their action in the case.

"The press of the country, who are large employers themselves, and the influence of the press, has been with the court in this case, and not one word has been said during the progress of the trial by any individual or newspaper favorable to the men whose case was in the hands of the court, except what was said by the members of trade unions who sympathized with their brothers even in adversity," concluded our general president.



WHAT ANTI-TRUST MEANS

THERE is a grand plan for binding organized labor with new chains.

Numerous proposals to accomplish this already have been introduced in the 88th Congress. The most dangerous is the so-called Martin Bill, H.R. 333. It is strongly supported by labor's historic foes—the NAM and the Chamber of Commerce.

H.R. 333 would chop international unions to pieces, reducing them to little more than informational clearing houses.

H.R. 333 would destroy national, regional, and industrywide bargaining. There is one exception: Employers and unions could negotiate on a metropolitan basis provided they did not bargain for more than 25 per cent of the workers in that particular industry in the area.

H.R. 333 would destroy pension benefits. It would destroy uniform wage rates. It would murder all the gains won with picket line sacrifices.

The model Teamsters Central States Pension Plan, for example, would be outlawed.

H.R. 333 would kill Teamster strike benefits now administered jointly by the international and local unions.

H.R. 333 would bar all associations of employers or labor unions.

H.R. 333 would prevent a local union from having contracts with more than one company.

H.R. 333 would prohibit one union and one company agreeing to the same wages and conditions agreed to between another union and another company in the same industry.

H.R. 333 would bar one union from assisting a sister union in a strike situation.

H.R. 333 in short would gut the concept of unionism. Collective bargaining as we know it today would vanish.

The other proposals before Congress would establish a national

“right-to-work” law, and prohibit strikes in certain industries.

There is a danger that the proposed legislation would be passed on a wave of antilabor hysteria as Taft-Hartley was passed. And who can forget Taft-Hartley?

All our resources and efforts must be directed to defeat H.R. 333 and the other break-labor proposals.

The Teamsters Union must dig in and plan for a long, hard fight.

If the new campaign to wrap stronger chains around labor is successful, then no Teamster contract will be secure.

Each working man and woman again will be standing alone before the employer, hat in hand, a hungry family at his back.

TEAMSTERS—

“This is your fight. You must win it by taking a strong informed interest in what is happening in Washington.”

James R. Hoffa

Please Post on Your Bulletin Board